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Hongkong Daily Press.

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Tel. 27. 4, Des Vaux Road.

No. 17,690. 號十九八六千七第 日六初月二十年寅甲 HONGKONG, WEDNESDAY, JANUARY 20th, 1915. 三拜禮 號十二月正年四國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO DEPART.

Jan. 21st.—Japan via Kobe, Victoria, and Tacoma, and United Kingdom via Canada, at 11 a.m., per s.s. INDO MARU.
Jan. 21st.—Europe via Siberia, at 3 p.m., per s.s. YINGCHOW.
Jan. 23rd.—Europe via Siberia, at 10 a.m., per s.s. SHIBUKAWA MARU.
Jan. 23rd.—Saigon, Straits, Burma, Ceylon, Aden, India, Egypt, and Europe, at 11 a.m., per s.s. DUMBA.
Jan. 23rd.—Europe via Siberia, at 4 p.m., per s.s. YINGCHOW.
Jan. 26th.—Shanghai, North China, Japan via Nagasaki, Honolulu, U.S.A., South America and Canada via San Francisco, and United Kingdom via Canada, at 11 a.m., per s.s. TENYO MARU.
Jan. 26th.—Europe via Siberia, at 11 a.m., per s.s. TENYO MARU.
Jan. 26th.—Straits, Ceylon, Malacca, and United Kingdom, at 9 a.m., per s.s. KANON MARU.
Jan. 26th.—Japan via Moji, Victoria, Tacoma, and United Kingdom via Canada, at 2 p.m., per s.s. TACOMA MARU.
Jan. 29th.—Straits, Burma, Ceylon, Aden, India, Egypt, and Europe, at 11 a.m., per s.s. NUTTA.
N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

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GREEN ISLAND CEMENT COMPANY. PORTLAND CEMENT.

In Casks 375 lbs. net.
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SHEWAN, TOMES & Co.,
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Hongkong, 9th December, 1914. [57]

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K. KATO,
Manager.
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [51]

PEAK TRAMWAY COMPANY. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 p.m. " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 10 " "
5.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 p.m. " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 10 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS on Week Days.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [195]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Connecting at Harbin with	Wagon-Lite Express	Trans-Siberian Express	Yokohama Express	Connecting at Harbin with	Wagon-Lite Express	Trans-Siberian Express	Yokohama Express
Changchun	11.30 a.m.	1.00 p.m.	1.30 p.m.	Dairen	11.30 a.m.	1.00 p.m.	1.30 p.m.
Changchun	11.30 a.m.	1.00 p.m.	1.30 p.m.	Dairen	11.30 a.m.	1.00 p.m.	1.30 p.m.
Changchun	11.30 a.m.	1.00 p.m.	1.30 p.m.	Dairen	11.30 a.m.	1.00 p.m.	1.30 p.m.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
* With regard to the above Time Table, the Four Express Trains per week connecting two each way with the Russian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.
The Two Weekly Express Trains connecting one each way with the Wagon-Lite Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in North China), all under the Company's management.
TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL TRAVELLING CAR & EXPRESS TRAVEL CO., Messrs. THOS. COOK & SON, KEMPENBURG AND HAMBURG-AMERICA, LINTAS, the NORDDEUTSCHER LLOYD, and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
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Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN. [96]

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A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contralto Auxiliary Machinery, Water Auxiliary Machinery, Stone's Manganese Bronze, Pulameter and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 ... 510 ft.	77 ft.	23 ft.
	No. 2 ... 350 ft.	53 ft.	24 ft.
	No. 3 ... 714 ft.	88 ft.	34 ft.

1. Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUBA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	420 Feet.	520 Feet.
Max. Breadth " "	66 "	86 "
Max. Draft " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shearlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [97]

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KAIPING COAL:

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KAIPING COKE:

Competes with the best quality English Cokes for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.

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DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [44]

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FOR HAM AND BACON.

BLACKLOCK & MACARTHUR, LTD.



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WHITE LEAD, PAINTS, COLOURS, VARNISHES,
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AND FOREIGN GOVERNMENTS, RAILWAY AND
STEAMSHIP COMPANIES, ETC.

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WM. STEWART & CO.

ALEXANDRA BUILDINGS,

SOLE REPRESENTATIVES.

Hongkong, 1st December, 1914. [33]

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IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.
Flooring—Slats to Order.
Philippine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.
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Hongkong, 2nd May, 1914. [51]

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Sole Proprietors of ASHIO AND OTHER NINE COPPER AND GOLD MINES.
SILVER BULLION, COPPER INGOTS, TILES AND SHEETS, BARS, both of COPPER AND BRASS.

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WAKAMATSU, HAKATA, SHANGHAI, HANKOW, DAIREN.

TEL. No. 810. No. 20, DES VEAUX ROAD, CENTRAL.
Hongkong, 1st January, 1915. [96]

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

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Manager.

KING EDWARD HOTEL.

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ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

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FRANK L. COOKE,
Manager. [26]

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QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.

Noted for the best Food, Refreshments Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 P.M. to 11.30 P.M.

Special monthly terms for residents and for Shipping people.

For further particulars apply—

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[20]

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1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central. Fifteen Minutes from Principal Landing Stage. Moderate Tariffs and Excellent Cuisine. Roof Garden and Social Rooms, European Runner meets Steamers.

F. O. PEUSTER,
Manager. [99]

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under EXPERIENCED EUROPEAN MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Grand Grassy facing the sea, a cool breeze is enjoyed all the year round. LARGE and COMFORTABLE DINING ROOM, facing the sea. Cuisine under experienced supervision. Terms moderate. For further particulars, apply to—

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Macau.

Tel. Add. "Phoenix," Macau. [37]

VICTORIA HOTEL

SHAM-HEEN-CANTON.

Telegraphic Add.: "VICTORIA, SHAM-HEEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision. GUIDES AND CHAISES PROVIDED. Every Information and Special Attention given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor. [92]

INTIMATIONS



New
Victor
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LATEST
AMERICAN AND
CONTINENTAL
SUCCESSES.

INSPECTION INVITED.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-4]

TO SMOKERS OF VIRGINIA
CIGARETTES.



An unbounded de-
light to the hundreds of
men who have hitherto
longed in vain for a perfectly blended
cigarette of distinctive flavour and
pleasing aroma. Beyond doubt the
bon ami of all discriminating smokers
everywhere.

Aide-de-Camp
Virginia Cigarettes

Selected and blended from the choicest
Virginia leaf and packed in air-tight tins.

THE WESTMINSTER TOBACCO COMPANY, LTD., are now giving away
beautiful calendars. The frontispiece is a charming picture showing the Tower Bridge,
entitled the "Pool of London." The calendar is in three pieces and there are interlarded
three charming beauty types, and it is given away in return for the following empty
tins—

8 "RECESS" VIRGINIA 50S TINS,
OR 10 "AIDE-DE-CAMP" VIRGINIA 50S TINS.

Return Tins to—

WESTMINSTER TOBACCO CO. LTD.,
18, BANK BUILDINGS.

The supply of calendars is limited.

Hongkong, 14th January, 1916.

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WM. POWELL,
LTD.

TELEPHONE 346.

GENTLEMEN'S OUTFITTERS

SOLE AGENTS FOR

Glyn's Hand
made Hats
Old English make

DISTINCTIVE HEADGEAR
FOR
GENTLEMEN.

WM. POWELL, LTD.

OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, December 9th.

HAPPY THOUGH WOUNDED.

All over London, and the country, too, are hospitals filled with men from the front, and a cheery lot they are, except such as have become nervously afflicted by the strain and the shell fire of the modern war. The other day I heard of a London hospital where a wounded Highlander was daily playing his pipes and instructing Tommy, wounded in arms and head, in the mysteries of strathspeys and reels.

Along the Strand every now and then a bus passes full of these men, ready for any joke, no matter whether their arms or their legs are swathed in bandages. And, I am glad to say, the War Office has at last given a little brighter touch to the proceedings of troops in the streets by including a band here and there. It makes a lot of difference to the men, especially the new recruits—and the men who are hesitating about being recruits. While on the subject of buses, too, I might mention that we are sliding back to the olden days when we had no motor buses. So many of these vehicles have been commandeered by the War Office that we shall ere long be using Shanks' pony, or travelling by horse, bus again. As a fact, old horse buses have been rooted out from lumber yards and daily pick up passengers in Regent Street and elsewhere, as of yore.

THE SANTA CLAUS SHIP.

The Santa Claus Ship, that brought across the ocean presents for the Christmas of children made orphans by the war, unloaded twelve hundred great crates of toys and warm clothing and other gifts, and these are now being sorted out and allocated to different districts by a busy company of helpers at Earl's Court. All towns of over 20,000 inhabitants will have presents sent to them, and the actual distribution will be done by local relief committees. Local mayors have supplied lists of those qualified in their towns, but the London end of the work has been undertaken by the Drapers' Chamber of Trade. In addition to toys and clothing for the children, the mothers of these fatherless bairns will be gladdened by the receipt of huge quantities of fruit and jam. The Belgian children now with us will share in the distribution. The *Jason*, with its banner, "Inasmuch as ye have done it unto the least of my little ones, etc.," is at this moment of writing at Marseilles, unloading the gifts for the French children, after which it will make haste to reach the afflicted ones connected with the other armies—our friends and our foes alike.

THE INCOME OF CHARITABLE INSTITUTIONS.

Here at home, where the motto "Business as usual" has been a little overdone, perhaps, there is some danger that charity will be threatened now and in the coming year. There is plenty of charity about—never more—but it has been diverted into unusual channels, and the consequence is the regular charities, the hospitals, homes, orphanages, and benevolent institutions, are finding their support shrinking, and those interested in them fear that the diminution of subscriptions will develop to even more disastrous lengths in the months that are ahead. Christmas celebrations will also be less concentrated, though it may be that experience will show them to have gained by embracing a larger radius than ever before. But the fact is that owing to the commercial casualties of the war charitable institutions are finding their income shortened just at the time when their demands have been materially enlarged.

BILLETING SOLDIERS.

Billeting soldiers has long been a vexed matter of dispute. In the old days it was deeply resented, and even in these fiery days of patriotism, places like Hindhead, the better off the residents the more stingily and more grudgingly they have acted—have been more or less abandoned by hale residents because it is against the rules to billet soldiers in houses where only women live. But it has come as something of a surprise to learn that in some parts of the country billeting just now is regarded as a positive boom. There are cottages in close proximity to training camps where so much ready money has never been known before, economical as is the scale of allowance approved by the War Office. Some small towns are even complaining that no soldiers are housed with them, for they declare they are doing all they can for Belgian refugees and if the troops were billeted with them there would be a revival of slack trade and a more general circulation of money. This feeling is, of course, strongest among the smaller tradesmen and the smaller houses, where the visit of a bright young soldier is regarded as a pleasure rather than an invasion of family privacy. More than one

hostess, as a matter of fact, of the more refined class, has testified to the fine type of recruits that have come forward, and in their prayers for their own boys at the front they are also including those boys of other mothers who have rested under their roofs for a while before crossing the Channel to meet the foe.

LESE MAJESTY.

The Prussian is a queer dog. Though his cartoons are grosser than any in Europe and his attacks on his enemies are more spiteful and venomous than those from any other quarter, he is as thin-skinned as a school girl and "draws his gun" at the mere sight of a sketch that pokes fun at Germany, or the German ruler. Hence it has come to the knowledge of the French and ourselves that a sure way to get a prisoner who falls into German hands killed is to send him while still free, a picture postcard disrespectful to the German Emperor. Several prisoners have been shot for the postcards found upon them—another demonstration of culture and civility that will not be lost upon the world.

THE EXPORT OF TEA TO HOLLAND.

The outcry made by some papers against Mr. Thomas Lough, Radical member for West Lington, because he is opposing the prohibition of the export of tea to Holland, is amusing, but the fact is that the M. P. is the head of a big tea house, and it is a matter for remembrance in the House how he exulted with almost indecent glee on one occasion when the expected increase in the tea duty did not materialise. He was once looked upon as quite a coming man, and in Sir Henry Campbell Bannerman's Ministry he was Parliamentary Secretary to the Board of Education. At the same time the present Lord Devonport, who runs a similar business, was Parliamentary Secretary to the Board of Trade. They were soon regarded pretty much as square pegs in round holes, and the story goes that one day Mr. Birrell, who was Mr. Lough's chief, met Mr. Lloyd George, the superior officer of the present Lord Devonport, in the Lobby, took him on one side and said:—"I tell you what, George—let's swap grocers."

UNION INSURANCE BUILDING AT SHANGHAI.

A MONSTER AMONG BUND ARCHITECTURE.

SOME NOVEL FEATURES FOR THE FAR EAST.

The imposing new building of the Union Insurance Society of Canton, at Shanghai, is now every near completion, says the *N. C. Daily News*, and will in all probability be ready for occupation during the first or second week in February. The building is a striking feature to the architecture of the Bund, its six storeys rising to a height of 205 ft., and above them a tower 160 ft., in height and commanding a magnificent view of the river. The front of the building is designed in free Renaissance style, with granite pilasters and walls faced with artificial stone.

THE SKY-SCRAPER FRAME.

The building is unique for Shanghai in being constructed on a skeleton steel frame, after the model of the American skyscraper. It is based on a raft of reinforced concrete, over which the weight of the building is evenly spread, the unit load on the soil being reduced to eighty per cent of the safe bearing load. From this raft rises the steel-work frame of the building, filled in with concrete floors, walls, and roof. Twenty months have been taken in the work of construction, some delay being caused by the late delivery of steel from Europe. The building has settled very easily on its raft foundation.

The ground floor, and the first, second, third, and fourth floors provide extensive office accommodation, and the fifth storey will be taken up with first class residential flats, over which gardens laid out on the flat concrete roof will command a magnificent view of the settlement and river. It is interesting to note that tenants were found for all the flats more than a year ago. The office on the ground floor is spacious and finely designed. It is the largest single office in Shanghai, the floor space covering about one mow and a half. There will be an imposing entrance at the Bund corner, and the principal entrance to the upper floors will be in Canton Road, this entrance being flanked by granite columns carrying a pediment enriched with carvings, and leading into a handsome entrance hall, with marble walls.

EXPRESS LIFTS.

Here are two fast electric passenger lifts, of the latest design and fitted with automatic safety brakes, by means of which the top floor can be reached in twenty-five seconds. In the office, the lighting, heating and ventilation systems are fully adequate. According to the needs of tenants, the floor space is being divided up for offices by means of oak partitions, slightly raised from the floor and about 8 ft. high. This arrangement, in conjunction with the electric fans, will ensure coolness in summer, and in the winter months a complete system of hot water radiators will keep the offices at a warm temperature, the radiators being of the ventilating type, taking in fresh air while hot air is passed into the rooms. The natural and artificial lighting arrangements for all offices are excellent. There is a strong-room on each floor. The building is practically fire proof, but an up-to-date installation of hydrants, with automatic couplings, is provided for an emergency. The floors of reinforced concrete have been finished off with boarding nailed to "fillets" embedded in concrete, there being thus no room for "rat runs." The building was designed by Messrs. Palmer and Turner.

It is stated that the extraordinary expenses entailed by the upkeep of its staff during the war is costing the Hamburg-American Line about £100,000 a month.

GOODS BY ZEPPELIN.

PERSIAN REPLY TO GERMAN TRADE OVERTURES.

By the courtesy of the Imperial Bank of Persia, *The Times* is enabled to publish the following interesting correspondence which has passed between certain clients in Persia and an important German firm of chemical manufacturers:—
BERLIN-BRITZ, Sept. 4th, 1914.

To X—, Resht.

Sir,—Since the beginning of the war we have endeavoured to find a way of remaining in touch with our buyers, and having found a means of doing so, we make you the following proposal:—

On receipt of this letter kindly hand your letters, orders, and remittances for us to the German Ambassador at Teheran, who will find a way of forwarding the documents to us. We will then send you the goods through the medium of the Embassy, to whom you will kindly remit what is due to us by a cheque on Germany, Austria, or one of the neutral countries, such as Switzerland, Italy, Denmark, Sweden, Norway, etc., but not on the countries with whom we are at war.

It is most probable that on receipt of this letter Russia will be completely beaten, as she has already suffered partial defeat, which France has also suffered a week ago. Nevertheless, much time must elapse before it will be possible to use the ordinary routes. Our troops are actually within 100 kilometres of Paris, after victoriously defeating, with enormous loss to the French, all hostile armies, which have nearly always died in great disorder.

Waiting a favourable reply.—Yours faithfully,

Resht, Nov. 25-7, 1914.

To Société par Actions, Berlin-Britz.

Sir,—We are in receipt of your historic, commercial, and military letter of September 4th and note that you are pleased to inform us that the German Embassy at Teheran has found a means of transmitting to us your goods; unfortunately you forget to mention how much it will cost and how long the transport will take (for example your letter has taken 50 days).

You quite understand that it is not out of admiration of yourselves that we purchase your merchandise.

The only way by which your Ambassador can receive your goods is through Rumania, Bulgaria, Turkey, via Trebizond, and from Trebizond by caravan to Tahriz, thence to the interior of Persia. But in these conditions the transport will cost so much and take such a long time that we advise you to consider the idea of sending the goods by Zeppelins, which travel so well and distribute bombs gratis to the peaceable inhabitants of European towns.

In the meantime we are well supplied with all necessities by Russia (whose chemical industries have had a rapid and prodigious success). Russia can obtain certain special products from America and Japan.

We learn with astonishment that after so many years of commercial relationship with Persia you are so badly informed about the country. You suggest that we should remit you (in future) by cheque or a neutral country, but we can assure you that neither the Russian nor English banks—the only banks which exist here—would comply with your instructions, as they will no longer undertake such transactions for companies anywhere in Europe.

Referring to the military remarks in your letter, we are happy to inform you that fortunately your predictions have not yet been realized. Actually the German armies have been thrown far from Paris and Warsaw. The only undoubted triumph of Germany is in breaking its agreements; and thereby its honour; it has broken and devastated the little, but heroic, Belgian State.

As you like to boast in your commercial letter of the momentary military successes of Germany, because you expect from such the possibility of renewing your commercial relationship with Persia, we can point out another military conjecture which might better answer your purpose: when the armies of the Triple Entente reach Berlin you will be able to send your goods direct via Russia. In anticipation of this happy prospect, we remain—Yours faithfully,

X

THE WOMEN'S PART.

What can we women do who needs must stay When War is calling all our men away? Shall we sit calm and fold our hands, the while We hear sad tales—with sympathetic smiles— Of those who, madly fighting, give up all, That England, our dear country, should not fall?

What can we do—who are the soldiers' wives— While our dear men are giving up their lives And, thanking God, in intervals of fight, That all they love at home are safe and right. It is so hard to only stand and wait For tidings, which to us seem scant and late.

Not so—we women all, sisters in woe, For each has proudly seen some loved one go— Can do the daily round with prouder heart To think that we yet take "a smaller part," Can of our little, may be, spare a bit, To comfort those who are more hardily hit.

Can send strong thoughts across that strip of sea To where ourselves, if only men, would be; Thoughts that must comfort those who have fallen lie, And raise their hopes towards the triumph "nigh!" Can pray that soon our anxious time shall cease, With victory, honour, well-deserved peace. A. W.

In a letter to friends at home Lieutenant Grimdale, 2nd Field Squadron of the Royal Engineers, gives the following extract from "last night's orders" in the trenches:—
"Kaiser Bill went up the hill To see the 'Pygmalion' slaughter; Bill came down with a broken crown And so the blighter order!"

INTIMATIONS

CALDBECK,
MACGREGOR & CO.

(ESTABLISHED 1854).

SOLE AGENTS FOR

FALCON
LAGER BEER

GOOD

CHEAP

NOT "MADE IN GERMANY."

(SAMPLES FREE.)

WHY NOT TRY IT?

[15]

SIEN TING

SURGEON DENTIST
No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 21st September, 1914.

[92]

FRENCH LESSONS

G. MOUSSON,

18, MORRISON HILL ROAD.

[60]

NEW CARTRIDGES.

BY popular English Manufacturers in
all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 55SG. at \$5. 97
and \$7.50 per 100. SPORTING REQUI-
TES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th October, 1914.

[93]

WAR MAPS

AND
SMALL NATIONAL FLAGS
To Mark the Progress of
THE WAR.

For Sale at—

GRACA & CO.

Hongkong Hotel Building, Pedder Street
[103]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED
MASSAGEUSE (with diploma in
Physiology and Anatomy), will be pleased
to give Massage under medical supervision.
Address—NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 1460.
Hongkong, 30th July, 1914.

[102]

YEW LEE.

AN CHONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS
AND COMPRODORES.

15, LEE YUEN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914.

[104]

FORTHCOMING EVENTS.

Saturday, 30th Jan. :—
3 p.m.—A Garden Fête in the grounds of the University.
Tuesday, 2nd Feb. :—
11.30 p.m.—West Point Building Co., Ltd., Meeting of Shareholders at the Offices of Jardine, Matheson & Co., Ltd.
11.45 a.m.—Hongkong Central Estate, Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.
Noon—Hongkong Land Investment & Agency Co., Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.
12.15 p.m.—Hongkong Land Reclamation Co., Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.
Tuesday, 9th Feb. :—
Noon—Hongkong, Canton & Mexico Steamboat Co., Ltd., Meeting of Shareholders.

TO LET

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,
Furnished and newly done up.
Apply—**H. E. POLLOCK,**
Princo's Building.
Hongkong, 20th January, 1915. [53]

TO LET.

NO. 6, CONDUIT ROAD—Repaired.
Repainted and thoroughly renovated.
Complete installation of Electric Lights,
including Fittings. Can be occupied
immediately.

RICHMOND HOUSE, 11, Robinson Road
—Now under repair. Can be renovated and
replaced to suit tenant's taste. Garden and
Tennis Court.
For further particulars apply to—
H. M. H. NEMAZEE,
10, Des Voeux Road.
Hongkong, 3rd November, 1914. [47]

TO LET.

A HOUSE in Knutsford Terrace,
Kowloon.
Apply—**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 4th January, 1915. [45]

TO LET.

IN ALEXANDRA BUILDINGS,
VERY CONVENIENT OFFICES
and ROOMS. Including a Fine Commodious
Suite.
Apply—**SECRETARY,
A. S. WATSON & CO. LTD.**
Hongkong, 23rd October, 1914. [36]

QUEEN'S BUILDING.

TO LET, the South-West portion of the
FIRST FLOOR, including Treasury
on Ground Floor, lately in occupation of the
German Bank.
GODOWN, No. 3, Ice House Street.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 1st January, 1915. [35]

TO LET.

NO. 8, "LYEEMOON VILLAS,"
Kowloon.
Apply to—
**SPANISH DOMINICAN
PROCURATION.**
Hongkong, 14th January, 1915. [157]

TO BE LET.

FIRST FLOOR of 11, Queen's Road
Central, from 1st March next, now
occupied by the Telephone Company.
Apply to—
**THE MERCHANTS BANK OF
INDIA, LTD.**
Hongkong, 9th December, 1914. [56]

TO LET.

FLATS in Humphrey's Buildings and
Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon

Apply to—
**HUMPHREYS ESTATE & FINANCE
CO., LTD.,**
Alexandra Buildings.
Hongkong, 12th November, 1914. [105]

TO LET.

NO. 163, THE PEAK, "THE KENNELS."
Apply—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 1st January, 1915. [54]

TO LET.

NO. 18, BELLIOS TERRACE.

NO. 2, DES VOEUX VILLAS, 51, PEAK
(Unfurnished), and also No. 25, SHELLEY
STREET.

NO. 7, "MOUNTAIN VIEW," PEAK
ROOMS, suitable for Offices, on the First
Floor of No. 3, Dundas Street.

"ROGATE," Austin Road, Kowloon, from
1st February, 1915.

**NO. 62, THE PEAK, (No. 2, CAMERON
VILLAS) Furnished.**

**"KIRKENDALL," Furnished, No. 122,
Plantation Road, Peak.**

"BRACONSFIELD," Battery Road,
Not to be let (CAMERON VILLAS).

Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, 15th January, 1915. [43]

TO LET.

OFFICES in St. George's BUILDING,
Second Floor, Overlooking Harbour,
immediate possession.

Apply to—**SHEWAN, TOMES & CO.**
Hongkong, 3rd December, 1914. [39]

TO LET.

HOUSES in CLIFTON GARDENS,
Conduit Road, and also in
HILL SIDE, 130, THE PEAK.

GODOWNS, New Peak, Kennedy Town.
GODOWNS, at Wanchai Road.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 1st January, 1915. [38]

VOLUNTEERS FOR THE FRONT.

RECENT CONTINGENTS FROM THE FAR EAST.

HANKOW, TIENTSIN, SHANGHAI AND
HONGKONG.

A further contingent of British volun-
teers left Shanghai last week for
service at Home. The men number
forty-six—twenty-six proceeding for com-
missions on the recommendation of Sir
John Jordan, and twenty under the
auspices of the China Association. The
names of the volunteers are as follows:—

RECOMMENDED FOR COMMISSIONS.
F. G. C. Walker (Municipal Council
Health Department).
F. G. Payne (Municipal Council
Electricity Department).
S. R. Sebastian (Messrs. Platt, Macleod
& Wilson).
B. R. Jackson (Asiatic Petroleum Co.).
J. E. Needham (Public Works
Department).

H. V. O. Wilkinson (P. & O. S. N. Co.).
J. K. Brand (Probst, Hanbury & Co.).
H. Middleton (B.A.T.).
S. O. Limby (Tilley & Limby).
C. S. Bignell (Collins & Co.).
E. C. Fry (S.V.C. Staff).
B. D. C. Morgan (E. D. Sassoon &
Co.).

A. V. Davies (William Little & Co.).
E. S. Ellison (Lutten, Brook & Co.).
C. M. Forrest (Butterfield & Swire).
C. D. Dixon (Mackenzie & Co., Ltd.).
E. C. Symons (Jardine, Matheson &
Co.).

S. C. Jones (Barlow & Co.).
Messrs. Palmer, Cadman, Leach, Lloyd
and Vanderstegen (of Hankow), and
Messrs. J. J. Wollen and E. C. Young
(Tientsin).

CHINA ASSOCIATION CONTINGENT.

C. N. Ansell, 3rd Kent R.O.A., I.Y.
and Imperial Light Horse (South Africa).
G. B. Appleton (Wuhu), eight years
Royal Navy.

G. Archer, seven years Royal West Kent
Regiment (South African War) 4½ years
Reserve Co., S.V.C.

J. Black, 2½ years Maxim Co., S.V.C.
G. E. Brian (Hankow), 3 years 3rd
Batt. South Staffs Regt., 1½ years
B.A.M.C. (I.F.).

B. d'A. Curset, Field-Corner, Transvaal
Force, 1899-1900.

A. N. Duffy, aviator; 2½ years "A"
Co., S.V.C.

J. Fairgrieve (Chinking), 6 years 10th
Batt. Royal Scots. (Cyclists).

C. D. Jackman, 1 year Officers' Training
Corps.

A. E. B. Lambie, 8 years Merchant
Service Officer.

H. P. Leaver, 6 years Royal Navy; 3
years Customs Co., S.V.C.

R. S. Matthews, 4 years S.V.C.
W. G. Meggitt, 2 years Herts.
Yeomanry.

G. S. Meggs, 8 years Middlesex Regt.
T. Moodie, 3 years R.N.V.I.

H. S. Openshaw (Tientsin), 3 years
O.T.C., 1 year Yeomanry, 3 months Tien-
tsein B.V.C.

R. L. Wall, 1 year Engineers' Co., S.V.C.
W. A. Watson, 1 year Buglers, S.V.C.

E. J. Weeks, 7 years Army Service
Corps.

G. B. Wittell, 6 years Engineers' Co.,
Hongkong V.C.

HONGKONG MEN AND AUSTRALIANS.

Miss Irwin, of Tientsin, is also leaving
with the party to join in Red Cross work.

Of the Hankow men, Captain Palmer,
who was Captain of the Volunteers, has
been presented with a draft on London
with which to purchase a sword and re-
volver, to be inscribed as a presentation from
the Hankow Volunteers. Mrs. Needham
and Mrs. Dixon, of Shanghai, are accom-
panying their husbands on the voyage to
England. At Hongkong, the contingent
will be joined by some eighty men, officers
and volunteers, and at Colombo the party
will be transferred to the P. & O. S.S.
"Malaya," upon which they will meet a
number of Australian volunteers.

The men recommended for commissions
are travelling second class and the volun-
teers will have trooping accommodation,
the Company having made special arrange-
ment to make the accommodation as com-
fortable as possible. As on an ordinary
trooping, the hold will be fitted up with
hammocks, etc., the arrangements being
practically the same as those made for the
conveyance of volunteers to South Africa.

The number of British volunteers from
Shanghai now exceeds 200, increased by
many who have left independently.

THE FIRST CONTINGENT.

COMMISSIONS TO SHANGHAI VOLUNTEERS.

The N.C. Daily News has received some
interesting extracts of letters written by
one of the contingent which left Shanghai
by the M.M.S. "Polynesien" on September
24th last. After being kept in Singapore
for eight days, the steamer was eventually
conveyed to Penang. After leaving
Colombo, the "Polynesien" went to Bombay
to pick up the big Indian convoy, and the
writer describes it as "one of the finest
sights he has ever seen." A letter from
London, dated December 7th, says that
just after leaving Port Said, with
full steam ahead, the engines of the
"Polynesien" broke down. The vessel
coasted about in an awful gale just off
Corsica, and the passengers really thought
they were in for a wreck. The ship was
drifting on to Corsica, and they had got
within four miles of the coast when the
engines were repaired. The writer
describes the voyage as a "record one,"
lasting nine weeks and two days, on
26 10 0d.

The following is a list of the commis-
sions which have been granted to the men
of the contingent:—

J. Bell Irving, 2nd Lieutenant in the
Lancashire Yeomanry.

R. W. Wingrove, 2nd Lieutenant in the
Royal Field Artillery (Regulars).

H. Martin, 2nd Lieutenant in the Royal
Field Artillery (Regulars).

A. S. Campbell, 2nd Lieutenant in the
Argyll and Sutherland Highlanders.

Dr. Douglas Macleod, Lieutenant in
the R.A.M.C.

Frank Barry, 2nd Lieutenant in the
Royal Field Artillery.
G. F. C. Corfield, 2nd Lieutenant in the
King's Own Yorkshire Light Infantry.
G. Ruxton, Commission in the Royal
Naval Reserve.
Vivian Davies, 2nd Lieutenant in the
Army Service Corps.
On arriving in London, the contingent
were made honorary members of the
Thatched House Club.—N.C. Daily News.

POLICE COURT STORIES.

A BURGLAR ARMED.

CONSTABLE'S EARLY MORNING CUTENESS.

In the small hours of Sunday morning,
P. C. Drury was proceeding along
Queen's Road East when his official suspi-
cions were aroused by the unsightly
appearance of a shuffling Chinese. He
at once apprehended the man, and dis-
covered him to be possessed of a quantity
of jewellery, the proceeds of a house-
breaking episode at Taiwan. What was
more significant, however, was that the
man also had in his possession a military
torch and a most evil-looking dagger. At
the Magistracy yesterday, the burglar
was sentenced by Mr. Hazland to two
months' hard labour and four hours
stocks for housebreaking, and to one
month's hard labour for being in posses-
sion of a dagger, not having previously
secured a licence for the same from the
Capt. Superintendent of Police.

MISSING COAL SWEEPINGS.

At the Magistracy yesterday Mr. J. R.
Wood dismissed the charge of larceny
preferred against a Japanese Chief Officer
of the *Komagata Maru*. The Officer was
charged with the theft of about 20 tons
of coal, the property of Messrs Jardine,
Matheson & Co. Mr. Wood considered
that there was gross neglect of duty on
the part of the Chief Officer, but he could
not say that there was any collusion by
the officer in the larceny. Two Chinese
will now be charged with the larceny.
Mr. W. L. Shenton prosecuted, and Mr.
D. J. Lewis defended.

MYSTERY OF TWO HUNDRED SOVEREIGNS.

Sergeant McKelvie has charge of a case
in which an amah and a young Chinese
girl are charged in connection with the
disappearance of 208 sovereigns from 41,
Wyndham Street. The money was
missed, and then the girl disappeared
from the house. Subsequently a letter
arrived at the house from Canton, where
the girl had been detained by the Chinese
police, and this disturbed the amah to
such an extent that she fell down the
stairway in making a most precipitous
exit. It was a repetition of "more haste
less speed," for that roll down the stair-
way resulted in the amah breaking a leg.

She was conveyed to the hospital, and
the child was brought to Hongkong and
admitted that she was sent away from the
house by the amah against her will. The
money has not yet been recovered. The
case will be heard this morning.

MURDER ALLEGED.

Inspector Watt has arrested a Chinese
named Lui Mui, who was wanted in con-
nection with extradition proceedings for
alleged murder at Pok Lo. The hearing
has been fixed for Tuesday next.

PESTS OF FORESTRY DEPARTMENT.

Three Chinese women were fined \$3 each
at the Magistracy yesterday for cutting
young trees in Tai Po Road. A girl, who
had also been engaged in destroying the
work of the Forestry department, was
discharged.

MUMM OF CHAMPAGNE FAME.

NO ONE WILL OWN HIM.

A doleful tale is that of Mumm of
the champagne-man of Rheims, and we make
no apology for referring to it—have we
not stipped his wine at gatherings where
merchants fall upon each other's necks
and toasted the coming reign of universal
peace? And have not German officers
and gentlemen drunk themselves speech-
less in the Mumm cellars, with the result
that they are now drinking water in
French or British concentration camps?

The Mumm, it appears, are a family of
Frankfort plutocrats, and the three part-
ners in the great firm of G. H. Mumm of
Cie. of Rheims are German officers. One
of them was in France when the war
broke out, and was promptly interned;
the second, a Reserve officer in the Dar-
stadt Dragons; and the third an officer
in the cavalry regiment of the famous
Prussian Guards, are at the Front. The
French Government has seized the Mumm
property within the Republic, on the
ground that the firm is German; and now
comes the news that the Germans have
confiscated the stock of Mumm in Ger-
many because they look upon the firm
as French. The proprietors have
protested against the German seizure, but
their protest has been rejected. Anyone
might have known the Germans would
keep their grip on champagne.

The committee of the Calcutta Stock
Exchange decided to re-open on January
21st.

SPECIAL PARDON FOR CHINESE REBELS.

A special Instructional Mandate has
been issued, the *Peking Gazette* says, to
the effect that any rebel accomplice who,
either in China or in foreign countries,
was compelled to join the rebel cause or
followed blindly the rebel movement, but
did not create any disturbance, may pre-
sent himself to the Authorities for special
pardon provided that his offences were
committed before the 31st day of the 12th
month of the 3rd Year of Min Kuo. Such
a rebel accomplice may be pardoned even
though a mandate has already been issued
for his arrest, but in such a case the
certificate of pardon will not be issued
before a special mandate has been pro-
mulgated authorising the issue of the
mandate. The applicant must sign a declara-
tion or bond stating therein his promise
to reform; if he is a civilian he must send
his petition to the Governor or Lieutenant-
General through the local high official, and
if a soldier he must submit the same to
the Chiang Chun or Occupation, Com-
missioner. The local authorities should
send a report containing the name, age,
occupation, address, native home, and the
nature of offence, to the office of the
Commander-in-Chief, and the Ministries
of Interior, War and Justice. If the
petitioner be a resident in a foreign coun-
try, he may seek pardon through the
Chinese Minister or Consul. The applica-
tion of the petitioner should be attended to
promptly, and if yamen runners should
try to practise "squeeze" under any pre-
text, the chief official should immediately
institute an inquiry and punish the
culprits. After a certificate of pardon is
issued to a petitioner, he shall be sent back
to his native land, if he has no fixed
occupation in the locality, and, if neces-
sary, the local officials shall provide him
with an escort or furnish him with travel-
ling expenses for the passage home. After
his arrival at his native home, he should
start a proper business or profession. The
local officials of his native home district
should pay proper attention to him, and
if he be a man of talents or of special
merits, they shall recommend him at any
time for appointment or reward. Should
he still plot with the rebels or attempt
to raise a disturbance, he will be punished
without leniency.

The following are the forms of the
petition bond and the certificate of
pardon:—

1.—The Petition Bond: "I,..... hereby
sign this petition bond. As any petitioner
who reports himself to the Authorities is
privileged to obtain the grace of pardon, I
hereby sign this Bond, and swear that I will
never commit the crime of sedition again.
The following is my oath:—Being born a
Chinese citizen I should love China, and it
is in truth a treason towards my country to
raise disturbances and to preach the doctrine
of destruction. Formerly, I entered a wrong
path, injuring the nation and my own self;
and as I have now been pardoned, I have
deeply repented of my past errors. I am now
willing to live as a good citizen, loving my
country with a whole heart. Should I cherish
any other mind, let Heaven destroy me and
let justice punish me."
(Signed)

Address, age and occupation.

2.—Certificate of Pardon: "From the
Office of..... the Certificate of Pardon
is hereby issued to the petitioner.....
who reports himself to this office and signs
a Petition Bond to the effect that "I.....
have been pardoned." (The full text should be
inserted). As the said person has shown
genuine repentance, he should be allowed to
reform himself by issuing to him a pardon
in accordance with law. We hereby issue to
him a special certificate as a token of his
pardon. This is to be given to.....
(address, age, and occupation).

NEW DEVELOPMENTS IN YUNNAN.

SILK MANUFACTURE AND COTTON-GROWING.

With its fertile soil and mild climate,
Yunnan has become a promising field for
various kinds of industrial undertakings.
Within recent years and under the
auspices of the local officials, different
industrial enterprises have been one by
one promoted and some successful results
have been achieved.

Formerly, the breeding of silkworms was
hardly known to that province; but lately
silk has become one of its staple products
and the amount of its annual output
steadily increases. The process, however,
employed by the natives in manufacturing
the silk is so primitive and imperfect that
the silk manufactured usually loses its
lustre in colour and naturally it cannot
meet the requirements of the foreign
markets. In order to remedy this evil,
the Governor has issued orders to the
magistrates of the various districts,
instructing them to establish technical
schools to teach the people the scientific
method of rearing silkworms, manufactur-
ing silk and cultivating the mulberry
trees.

In order to improve the method of
agriculture, the Authorities have been
equally active in its efforts. Agricultural
schools and seminars have been estab-
lished and under the auspices of these
institutions, exhibitions of the agricul-
tural products have been opened and men
are employed to deliver lectures to the
farmers on the scientific method of tilling
the soil. With a view to improving the
irrigation system of the province, a
Central Conservancy Bureau has been
established in the capital of the province
with branch offices in the various districts.

Within recent years the cultivation of
cotton plants have been introduced into
the province. At present there are two
varieties of cotton plants generally cul-
tivated: in Yunnan, one is the Tungchow
cotton plant and the other is an American
variety. The weather and the soil of the
province have proved favourable for the
growth of the American cotton plants,
which, although not yet extensively cul-
tivated at the present moment, yield very
rich crops to the farmers. Before long,
Yunnan will become a rival to the cotton-
producing provinces in the Yangtze
valley in the home market at least.—N.C.
Daily News.

INTIMATIONS

LANE, CRAWFORD & Co.

NOW PROCEEDING STOCKTAKING SALE

FOR TWO WEEKS ONLY.

WE HAVE MADE LARGER REDUCTIONS THAN IS OUR
USUAL CUSTOM FOR THIS SALE TO ENSURE A
SPEEDY CLEARANCE.

LADIES' DEPT.

SPECIAL
REDUCTIONSGENUINE
BARGAINS

IN

GENTLEMEN'S

HATS COSTUMES

IN
SKIRTS, COATS,
GLOVES AND HOSIERY.

OVERCOATS, SHIRTS

UNDERWEAR, WAISTCOATS

BOOTS AND SHOES.

LANE, CRAWFORD & CO.

REMINGTON JUNIOR.

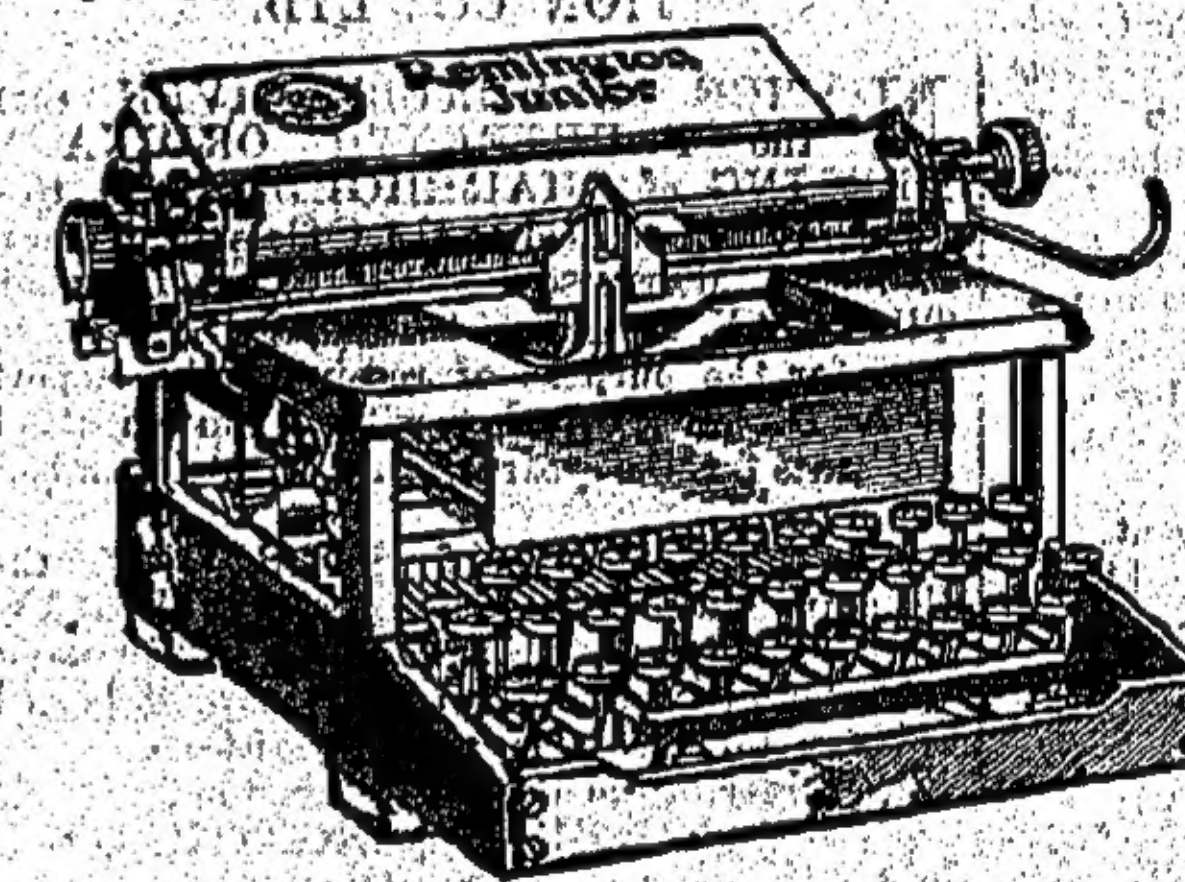
"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS,
DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN,
Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is
a Typewriter of true Remington
quality, but is smaller, lighter and
more compact and portable than the
Standard Remington Model. It
embodies the latest Remington ideas
in Remington construction, visible
cutting, back spacer, automatic
ribbon movement, improved paper
feed, and release, etc., etc.

It is swift and easy, does beautiful
work and is so simple in construction
that its skilled operation is quickly
learned by anybody. No lessons
needed. Though just as well made
as any of the regular models, its
price is only about half of the
Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and
have always needed one, but who would not get the Standard Models because their requirements
are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.

(INCORPORATED), NEW YORK

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [50]

NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY

CO., LTD.

MOJI, JAPAN.

This is an Excellent Beer
and moreover **CHEAP.**

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE,

WINE AND SPIRIT MERCHANTS.

TEL. 636.



Hongkong, 30th November, 1914.

[49]

NEW ADVERTISEMENTS

TO THE ELECTORS FOR THE
SANITARY BOARD.

GENTLEMEN,

THE period of three years for which I was elected to represent you on the Sanitary Board has expired, and, as I have been requested to stand again for the post, I venture to solicit your vote at the forthcoming election which will be held at the SUPREME COURT on FRIDAY, 22nd instant, from 4 to 6 P.M.

As I have resided and practised in the Colony for 22 years and for more than half that time held the Office of Crown Solicitor, my professional duties have brought me into contact with every section of the community in all parts of the Colony, and I have had considerable experience in dealing with and enforcing the laws and regulations dealing with matters connected with the Public Health, and opportunities of observing the effect of such regulations on the welfare of the community.

All my interests are bound up in the prosperity of the Colony as a whole, and I have always endeavoured to support to the best of my ability all such measures as appeared to be conducive to the Public Health without inflicting unnecessary expense or hardship on any section of the community.

The present is not the time for advocating expensive structural improvements or radical alterations of any kind, but, if elected, I shall do my utmost to promote the Public Health by the efficient administration of the existing laws.

Your Obedient Servant,

F. B. L. BOWLEY.

Hongkong, 20th January, 1915. [18]

HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Manxian, on TUESDAY, the 9th February, 1915, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 30th January to the 9th February, 1915, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE.

Hongkong, 19th January, 1915. [186]

TOYO KISEN KAISHA.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signment, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 20th inst. at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 20th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 27th inst. at 10 A.M.

All Claims must be filed on or before 3rd Feb., otherwise they will not be recognised.

O. WURU.

Acting Agent.

Hongkong, 19th January, 1915. [187]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, SINGAPORE AND SAIGON.

THE Steamship

"ORISSA."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 21st inst. at NOON, will be landed at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by the Undersigned.

DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, 19th January, 1915. [29]

NOTICE.

MR. EDWARD DES VOUX has this Day been appointed Secretary of the Hongkong Club.

J. W. C. BONNAR.

Chairman.

Hongkong, 19th January, 1915. [177]

NOTICE.

THE EAST INDIA SEA AND FIRE INSURANCE COMPANY.

WE HAVE taken over the Agency of the above Company in Hongkong and are now prepared to grant policies of Insurance at the most favourable rates.

THE CHINA COMMERCIAL CO.,

3 Duddell Street.

Hongkong, 16th January, 1915. [179]

NOTICE.

NATIONAL ASSURANCE CO. OF IRELAND

Now merged in

THE YORKSHIRE INSURANCE CO., LTD.

WE HAVE This Day taken over the Agency of the above Company, formerly held by Messrs. EUSTICE, BROOKMAN & Co., and all communications in regard to the Agency should now be addressed to us.

ARATON V. APCAR & Co.,

14, Des Vaux Road.

Hongkong, 8th January, 1915. [148]

PUBLIC COMPANIES

THE WEST POINT BUILDING
CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, the 2nd February, 1915, at 11.30 A.M., for the purpose of receiving the Report of Directors together with a Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary to the

HONGKONG LAND INVESTMENT & AGENCY

CO., LTD.

General Agents for the

West Point Building Co., Ltd.

Hongkong, 13th January, 1915. [160]

THE HONGKONG CENTRAL ESTATE,
LIMITED.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, the 2nd February, 1915, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

THE HONGKONG CENTRAL

ESTATE, LTD.

A. SHELTON HOOPER,

Secretary to the

THE GENERAL MANAGERS.

Hongkong, 13th January, 1915. [159]

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO.,
LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on TUESDAY, the 2nd February, 1915, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary.

Hongkong, 13th January, 1915. [158]

THE HONGKONG LAND RECLAMA-
TION CO., LTD.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LTD., on TUESDAY, the 2nd February, 1915, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 26th January, to TUESDAY, 2nd February, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,

Secretary.

Hongkong, 16th January, 1915. [173]

HONGKONG FOOTBALL CHALLENGE
SHIELD.

ENTRIES for the above Competition will close on FRIDAY, 22nd instant.

A Meeting will be held that evening at 6.30 in the Office of Messrs. JARDINE, MATHESON & Co., Ltd. (top floor), to make all necessary arrangements. Each team entered is invited to send a representative.

J. C. TAYLOR,

Hon. Secretary.

Hongkong, 16th January, 1915. [170]

NOTICE.

I HEREBY GIVE NOTICE in accordance with Section 7 of the Tramway Ordinance of 1902 of my intention to apply to the Governor-in-Council for power to construct an additional track curve, 45 feet in length, joining the present tramway track in Russell Street, Bowington, and opposite this Company's premises, Lots 718 and 731.

J. J. STODART KENNEDY,

General Manager.

Hongkong Tramway Company.

Hongkong, 16th January, 1915. [178]

WANTED.

BY Two Young Gentlemen, Board and Lodging: Kowloon preferred. Two Bedrooms. About \$80 each.

Apply—

"X. Y. Z."

Care of "Daily Press" Office.

Hongkong, 16th January, 1915. [180]

ENGINEERING BILLET WANTED.

BRITISHER, aged 40; Chief Engineer's Certificate; M.I.Mech.E.; A.M.I.N.A.; with 18 years' sea and shore experience in the East, seeks position of responsibility and trust, preferably in SHIP AND ENGINE BUILDING YARD on the CHINA COAST. Acquainted with ENGINEERING in all DEPARTMENTS—any size of craft. In present employ 10 years; last 8 years, as MANAGER OF WORKS OWNING SHIPWAYS, doing all Classes of Repairs; also Launch and Tug Building.

Agreement completed, but must give at least one month's Notice.

For full particulars of experience, testimonials, etc., please address—

"AMBULOUS."

Care of "Daily Press" Office.

Hongkong, 16th January, 1915. [181]

INTIMATION

A. S. WATSON
& CO., LTD.

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
A. SUPERIOR PALE COGNAC	\$30.40	\$2.65
B. SUPERIOR OLD COGNAC	33.70	2.90
WATSON'S XXX COGNAC	34.80	3.00
WATSON'S XXX COGNAC Half bottles 2 doz.	37.00	1.50
C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	40.30	3.45
D. VERY FINE OLD PALE LIQUEUR COGNAC	46.90	4.03
BOUTELLEAU'S CHAMPAGNE LIQUEUR	52.40	4.53
E. FINEST OLD BROWN BRANDY	53.50	4.55
MARIE BRIZARD and ROGERS' FINE PALE COGNAC	31.50	2.65
S. V. F. V. O. COGNAC 72.70	6.65	
V. O. L. 60 Years Old	118.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	167.50	13.15

* These Brandies bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO.,

LIMITED,

HONGKONG AND CHINA.

[13]

BIRTH.

LE BRETON.—On Friday, 15th January, to Mr. and Mrs. LEONARD LE BRETON, of Hongkong, a son.—Maiden (Newport, Mon. and Newcastle (New South Wales) papers please copy.

[188]

HONGKONG OFFICE: 10A, DES VOUX ROAD.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 20th, 1915.

LORD ROBERTS' LAST
MESSAGE.

One of the most simple, direct, and striking appeals which have been addressed to the manhood of the British Empire during the present war is the last message of the late Field-Marshal EARL ROBERTS to his fellow-countrymen. Originally contributed to the columns of the *Hibbert Journal*, it has recently been reprinted for wider circulation in pamphlet form, and, coming as it does from one who, after long and signal services to the State as a soldier, consecrated the closing years of a crowded life to an effort to rouse the country he loved so well to a sense of the dangers that his prescience foresaw, it will serve as a clarion-call to duty to Britons throughout the world. As might be expected, the grand old patriot, who never spared himself when Britain's welfare was at stake, is no advocate of half-hearted measures in this hour of peril. "There is," he declares, "but one duty for the British citizen at the present time—men and women, young and old, rich and poor. All alike must place everything at the service of the State. Nothing must be kept back—time, energy, money, talents, even life itself, must be freely offered in this supreme crisis." In justification and support of this heavy demand upon our patriotism, he proceeds to explain the causes of the war and the consequences which would follow from any failure on the part of the Allies to prosecute it to a successful termination. With great clearness he shows how the whole resources of the German nation, naval, military, financial,

political, journalistic and educational, have been prepared with Teutonic thoroughness for the struggle which has been forced upon us by the action of the Pan-German advisers of the Kaiser. The people of Germany, already suffering from pride engendered by sudden prosperity, were taught by their leaders of thought to regard their empire as the apostle of universal culture, the champion of civilisation, and, as this claim involved the establishment of German supremacy, to look upon peace "as merely a pause in the life of the nation, a pause which should be applied mainly to preparation for the next war." Meanwhile, with devilish ingenuity that, happily, sometimes failed of its object, German diplomacy schemed to disturb the balance of European power by encouraging France to establish herself in Tunis so that Italy, in alarm, might be forced into the Triple Alliance, and by attempting to drive wedges into the Triple Entente that was subsequently established as a counterpoise. It was the events of the Boer War which, by revealing to our statesmen that our military forces were inadequate and that we had not a friend in Europe, induced them to abandon the old policy of "splendid isolation." Understandings followed between Great Britain, France and Russia, and these, apart from Germany's flagrant breach of international law in violating the integrity of Belgium, made it impossible for us to stand outside the present conflict. For, owing to the great strength of the German Navy concentrated in the North Sea, we had been obliged to withdraw our battle-ships from the Mediterranean and entrust the defence of our interests in that Sea to the care of the French Fleets. Consequently, as soon as she was menaced with a German attack, France applied to Great Britain and received an assurance that if the German Fleet came into the Channel, or through the North Sea, to undertake hostile operations against the French coast or shipping, the British Fleet would give all the protection in its power. The British Government could do no less, for, trusting to the *entente cordiale*, the French had placed practically the whole of their fleet in the Mediterranean. But the actual cause of our

declaration of war against Germany was the invasion of Belgium, whose independence was guaranteed by Prussia as well as by France, Russia, and ourselves under the Treaty of London. "How proud a thing it is," says Lord Roberts, "for a nation to stand up as defender of its own faith and as a champion of the oppressed, especially when there is the clearest proof that those responsible for its foreign policy made every conceivable effort to secure a peaceful solution of the difficulties which had arisen!"

Yet the struggle, commenced in support of high ideals of honourable obligation, has resolved itself into a contest for self-preservation. It is but a revival of struggles waged by England first under Queen ELIZABETH against Spain, which was then established in the Netherlands and aimed at the invasion of our shores from that base; next, against France, whose ambitious designs were checked by MARLBOROUGH at Ramillies Malplaquet, and Oudenarde in the Low Countries; and finally against NAPOLEON, whose dreams of world-power were shattered by Wellington at Waterloo. That the issues at stake to-day are no less vital to our national and imperial existence than they were in the great campaigns of the past is made abundantly clear by Lord Roberts in the following passage:—

"If Germany succeeds in maintaining her hold on Belgium, Holland and Denmark will pass under her sway. Then her seaboard will extend in one unbroken line from Memel, along the southern shore of the Baltic, round Denmark, and then by Holland and Belgium to the shores of the English Channel itself. In Holland and Belgium she will find great naval bases close to our own shores. The hardy sailors and fishermen of Denmark and Holland—seamen little, if at all, inferior to our own—will be taken to man the warships of the German Navy, and the naval competition between Germany and ourselves will become many times more severe than it is at present. In short, the success of Germany, which necessarily involves the crushing of France, would compel us either to undertake naval and military burdens which would soon become intolerable, or, else, refusing such burdens, we should sink to the level of a third-rate Power, trembling at the Kaiser's nod."

"And for the United States of America what would be the triumph of Germany? What would be the naval burden if, even on the United States if the Kaiser became in stern reality what he once styled himself in an irrepressible outburst of vanity—the 'Admiral of the Atlantic'?"

In answer to the German sneer that we are not fitted to continue our Imperial Work, that we are "like ATLAS grown weary of his load," Lord Roberts points to the universal recognition of our colonising skill, our free institutions, and the sympathy, tolerance, prudence and

benevolence of British rule in India and other Native States. He adds:—

"We have only to look at the work done recently in Nigeria, in the Sudan, in Rhodesia, and in British East Africa, to see that as a race the British are, if anything, more capable than ever of carrying on the work of Empire."

What better proof of our fitness as an Imperial race can be produced than the exuberant loyalty of the independent Indian princes and the truly Oriental munificence of their gifts at this time of the Empire's need? Who among us is not proud at this moment when Boer and Briton, so lately opposed in bitter warfare, are taking the field together against the very people who accuse us of being unfit for our great task of Empire?"

And while, with characteristic chivalry, enjoining his fellow-countrymen to remember the gross libels uttered against our soldiers who fought in South Africa, and not to lend too credulous an ear to the charges which are now being levelled against the German troops, Lord Roberts urges us to keep our own hands clean, and to fight against the Germans in such a way as "to earn their liking as well as their respect." He truly says:—

"We may claim on behalf of the British Army, that it has the wonderful faculty of fighting its antagonists without making enemies. It may, indeed, be maintained that British soldiers fight in such a noble way that the enemies whom they vanquish become their friends. Let me give examples to illustrate my meaning. When I went to India in 1857, three years only had elapsed since our last campaign against the Sikhs; when the Mutiny broke out only five years later, the Sikhs fought on our side against the mutineers. In 1855, the Afghans, against whom we had fought hard only five years earlier, were ready to take the field with us against the Russians. The Dutch in South Africa, headed by generals who fought against us quite recently, are now fighting on our side."

Finally, Lord Roberts appeals in a tone of confidence to the democracy, now upon its trial, to show that it is worthy of the power and responsibility entrusted to it; for this is a war between the ideals of political progress and those of reaction.

He warns us against the danger of under-estimating the powers of the great nation of sixty-six million German people who have entered upon this war in the firm belief that they are bound to win. "I cannot help thinking," he concludes, "that the great task of subduing that nation will begin when we, with our French, Russian, and Belgian Allies, have driven the German armies into the heart of their own territory."

We learn that another case of rabies has occurred in the Colony. There is, therefore, no prospect of an early suspension of the muzzling order.

Owing to injuries caused by its being knocked down by a tramcar, a pony belonging to Mr. E. W. Carpenter, of the Public Works Department, has had to be shot.

An engagement is announced between Mr. Gerald A. R. Cowdroy, of Bukit Sembawang Estate, and Flora, only daughter of Mr. and Mrs. A. W. Still, of Singapore.

Mr. E. V. Mitchellmore, local manager of Messrs. Whiteaway, Laidlaw & Co., has reported to the police the finding of a quantity of banknotes in the ladies' department. They had apparently been left behind by a customer. The police are awaiting a claimant.

The strength of the Shanghai Volunteer Corps is greater to-day than it has ever been before. The total number of men on the active list is 830, which does not include the Italian Company at present being formed and numbering forty-seven. The Reserves total 325.

The Hon. Mr. E. R. Hallifax (Secretary for Chinese Affairs) left yesterday for Home leave by the *Manchuria*. He was accorded a send-off, a large number of Chinese friends assembling on Blake Pier to bid him *bon voyage*. As the launch left the pier, two long strings of crackers were exploded in his honour.

Mr. J. C. E. Douglas, the Shanghai barrister who went Home with the first British contingent, has been given a commission as captain in the army. Mr. G. A. Turner has also been appointed captain, and Mr. A. W. Studd becomes Colour Sergeant-Major in "D" Company, 9th Service Battalion of the East Yorkshire Regiment.

In the District Court at Singapore, George Ingles, a Scotoman, at one time in the employ of Messrs. Lowe, Bingham & Matthews, who was charged by that firm with criminal breach of trust as a servant, respecting \$1,555, was brought up for sentence. The offence was committed in August last, and accused got away to Manila. It has taken well over three months for the local police to obtain the extradition of accused from the authorities in Manila. Inspector Alexander had been obliged to make two trips in order to effect the arrest and extradition. Accused pleaded guilty, and was sentenced to one year's rigorous imprisonment.

Amongst the casualties to the London Scottish on November 13th near Ypres was Ronald E. Mackenzie Richards, only son of the late F. E. Richards, Foonchow, and of Mrs. Richards, of Hendon. Young Richards was only 19 years of age.

The death is announced at Liskeard, Cornwall, of Mr. James Ellcott Beale, for many years manager of the *Japan Mail* and also for many years secretary of the Nippon Race Club. Mr. Beale went home in 1912 after spending about thirty-seven years in the Far East. He came out to the *Hongkong Daily Press* as a printing over-seeer in 1876, and was offered the post of manager of the *Japan Mail* some five years later as he was passing through Yokohama on his way Home via America. Mr. Beale remained with the *Japan Mail* until 1897 and was then appointed Secretary of the Yokohama Board of Trade. Five or six years ago he retired from that position owing to his increasing age and infirmity. In recognition of his services, the Board made him a generous allowance by way of pension, and in 1912 Mr. Beale returned to England, which he had not seen since he came out in 1876 to join the *Hongkong Daily Press*.

GIFTS FROM HONGKONG AND
MACAO.THE QUEEN'S GRATEFUL
APPRECIATION.

The following letter has been received by Lady May from the Private Secretary to the Queen, conveying Her Majesty's grateful appreciation of the gifts sent by the women of Hongkong and Macao for our soldiers at the front and their wives and families at Home:—

BUCKINGHAM PALACE.

14th December, 1914.

DEAR LADY MAY,

The Queen has just been informed of the arrival of a parcel of 507 garments which have been made by the Women of Hongkong and Macao, and sent to Her Majesty's Needlework Guild for our soldiers at the front and their wives and families at Home.

The Queen has personally inspected these garments and will be glad if you will kindly convey to the donors Her Majesty's grateful appreciation of their charming gift.

The Queen is much touched by the kindly thought which has prompted the Women of Hongkong and Macao to make such a ready response to her appeal and Her Majesty is very grateful to you personally for your assistance and for all the trouble you have taken.—I am, yours faithfully,

(Signed) E. W. WALLINGTON,

Private Secretary.

Lady May,

Government House,

Hongkong.

BRIDGE PARTY AT
KINGSCLEERE.PROCEEDS FOR BELGIAN RELIEF
FUND.

The Belgian Relief Fund was augmented by a sum of \$165 as the result of a well-organised ladies' bridge party at Kingscleere yesterday. Twenty-one tables had been laid out, the ladies present numbering 84. Those responsible for the organisation of the different tables were Mrs. McI. Messer, Mrs. Ormiston, Mrs. Blanch, Mrs. Waters, Mrs. Baker-Brown, Mrs. O'Hara, Mrs. Moberley, Mrs. Martin, Mrs. Little, Mrs. Singer, Mrs. Lammert, Mrs. Evan-Jones, and Mrs. Turner.

The prize-winners were:—1, Mrs. Stillman; 2, Mrs. Waters; 3, Mrs. Blanch. For the "hidden" prize, kindly presented by Mr. J. W. Bolles, there was a tie between Mrs. Tisdall and Mrs. Cradock, which will be played off later.

The success of the party was due in large measure to the indefatigable efforts of Mrs. Kent, who was in charge of the arrangements, and to the valuable assistance rendered by Mrs. Sachse, Mrs. Robertson, and other ladies at Kingscleere.

LOCAL SPORT

THE WAR.

THE BATTLE OF SOISSONS.

EXTENSION AND CONSOLIDATION OF THE ALLIES' SUCCESSES.

HUSBANDING BRITISH FINANCIAL RESOURCES.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE FIGHTING AT SOISSONS.

DESCRIPTION BY THE FRENCH EYE-WITNESS.

LONDON, January 19th.
3.30 a.m.

The French "Eye-Witness," in an account of the operations since the 5th inst., concludes a description of the battle of Soissons by saying:

"Our offensive in this fighting, which was of a purely local character, was completely successful on January 8th, 9th and 10th, but was checked from the 11th onward by the rise of the Aisne and the destruction of the bridges across the river.

The enemy profited by the situation to attack us with great violence, with the object of forcing us back to the river and cutting us off. He failed. We took our troops back to a point at which, in any circumstances, the destruction of the bridges would have obliged us to establish ourselves.

Terrible weather continued throughout, rain, snow, wind, fog and mud impeding the operations.

Besides the battle of Soissons, the noteworthy features have been, firstly, the extension and consolidation of the successes of the Allies on the right bank of the Yser, between St. Georges and the sea.

The German offensive in this region was shattered, and the Allies gained an area of more than five kilometres beyond the river.

Secondly, fresh progress was made in the region of Perthes.

Thirdly, the German attacks in Argonne were checked.

Fourthly, there was a continuation of successes in Upper Alsace."

ARTILLERY ACTIVITY.

LONDON, January 18th.
5.25 p.m.

To-day's Paris *communiqué* says:—From the Sea to the Oise the weather has been very stormy. There were artillery duels at certain points.

Two German attacks near Autrech were repulsed.

There is no change in the sectors of Soissons and Rheims.

Our artillery in the region of Perthes was most effective.

German attacks on Hill 263 west of Bourenville were without result.

We captured several German works to the north-west of Pont-a-Mousson in the only part of the Bois-le-Prete still held by the enemy.

We repulsed a counter-attack, and maintained our gains.

There has been a heavy snowfall in the Vosges.

The enemy bombarded Thann without any serious result.

GERMAN AEROPLANES CAPTURED.

LONDON, January 19th.
1.05 a.m.

The Paris evening *communiqué* says:—An explosion in an ammunition depot through the bursting of a shell set fire to a part of the village of La Boisselle, occupied by our troops. The village had to be evacuated, but was re-captured on Monday morning by a vigorous counter-attack.

The enemy bombarded St. Paul, near Soissons.

German aeroplanes flew over our positions in Champagne, and were received with gunfire. Two descended in our lines near Bar-le-Duc. The machines were intact, and four aviators were captured.

There have been intermittent cannonades and fusillades in Argonne, and between Argonne and the Vosges there was more snow and a tempest.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

REVEALED BY RUSSIAN SEARCHLIGHTS.

ENEMY ROUTED IN NIGHT ATTACK.

LONDON, January 18th.
8.25 p.m.

A Petrograd *communiqué* says:—By means of a night counter-attack, we re-occupied the trench we lost at Gumine. All the Germans in the trench were killed. Two counter-attacks by the enemy proved fruitless.

The enemy also attempted a night-attack at Gulki. They were discovered by our searchlights and routed.

Fresh attempts by the Austrian heavy guns to bombard Tarnow were hauled by our artillery.

TURKS STILL PURSUED.

DEADLY CHARGE BY SIBERIAN COSSACKS.

LONDON, January 19th.
10.20 p.m.

A Petrograd official report states that the pursuit of the Turks beaten at Karanigan continued. After a two days' battle at Jenikor the Turks fled in disorder, suffering heavy losses.

Three hundred Turks were killed and wounded in a single charge by the Siberian Cossacks.

GENERAL.

FINANCIAL RESOURCES OF BRITAIN.

IMPORTANT OFFICIAL ANNOUNCEMENT.

LONDON, January 18th.
9.45 p.m.

It is officially announced that fresh issues of capital must be approved by the Treasury, and all conditions subordinated to the husbanding of the financial resources for the successful prosecution of the war. No issues will be allowed of undertakings outside the Empire, while Overseas issues will only be allowed where urgency and special circumstances are shown.

The above restrictions do not apply to Treasury bills or to other short instruments of Colonial Governments and Municipalities.

THE IRISH GUARDS.

LORD KITCHENER'S EULOGY.

LONDON, January 18th.
5.20 p.m.

Earl Kitchener (Secretary of State for War), as Colonel-in-Chief of the Irish Guards, attended a parade of a battalion, and in an address said he was proud to command the Regiment, which was upholding the most glorious traditions of its race in the present war, in which, he believed, it was destined to leave an imperishable name.

[Lord Kitchener was appointed Colonel-in-Chief of the Irish Guards a short time ago, succeeding the late Lord Roberts.]

THE GERMAN ARMY.

NEW QUARTERMASTER-GENERAL.

LONDON, January 18th.
5.20 p.m.

A telegram from Amsterdam says that General Wild von Hohenborn has been appointed Quartermaster-General to the German Army.

[THROUGH REUTER'S AGENCY.]

ARABS RISE AGAINST SULTAN OF MUSCAT. REBEL ATTACK DEFEATED WITH HEAVY LOSS.

LONDON, January 18th.
7.25 p.m.

A telegram from Delhi says that the Arab tribes of Oman have attacked Muscat. They were repulsed by the 25th Russell's Infantry and the 10th Grenadiers with the bayonet. The enemy lost 500 out of a force of 3,000. The rebels were led by Isa-bin Saleh, who is reported to have been wounded. The British casualties were six Sepoys killed, and Captain Coates and fourteen men wounded.

The Official Press Bureau says this is a continuation of a tribal rising against the Sultan of Muscat. British troops had previously been sent to support the Sultan's forces. The rebels are reported to be much disheartened.

[Muscat, or Maskat, is a town in south-east Arabia, and is the capital of Oman. It is a very important commercial centre, owing to its position, which has made it a natural emporium between India, Arabia and Persia. The climate at this spot is one of the hottest in the world.]

LATE TELEGRAMS.

[FROM SOUTHERN PAPERS.]

THE ARREST OF CARDINAL MERCIER.

GERMANY'S EXPLANATIONS.

LONDON, January 9th.

An Amsterdam telegram received from Brussels *via* Berlin says that the report that Cardinal Mercier has either been arrested or is guarded in his palace is entirely false. It contradicts the report that Belgian priests have been arrested for reading the Cardinal's pastoral letter.

The Berlin denial of the arrest of Cardinal Mercier appears to be a concession to the world's opinion.

The latest telegram from the Belgian frontier asserts that Cardinal Mercier's palace has been guarded by German sentries since Saturday, when a German officer refused to allow the Cardinal to go to Antwerp. Most of the Antwerp clergy were arrested.

The semi-official *Norddeutsche* publishes an inspired *communiqué* saying that Cardinal Mercier's pastoral contained political matter incompatible with the German occupation, compelling the authorities to prevent further propagation.

On the German frontier, dissenting from Cardinal Mercier's view that the letter was calculated to tranquillise and not incite the people, the Cardinal agreed not to insist that the clergy continue reading the letter.

The *communiqué* concludes: "The incident may thus be regarded as settled."

A Rome wire states that Germany has given an explanation to the Vatican of the Cardinal Mercier affair. She denies the arrest or detention in the palace and says that the authorities entrusted with the delicate task of maintaining order, simply requested Cardinal Mercier, most deferentially, to abstain from an attitude aggravating their task, and likely to endanger the populace and lead to bloodshed.

IN CHASTENED MOOD.

PATRONISING COMPLIMENT TO "TOMMY ATKINS."

LONDON, January 8th.

A Berlin message says the *Lokalanzeiger* discusses in chastened mood the fighting qualities of the Allies, and patronisingly remarks, "The war has developed in Tommy Atkins good qualities as a professional soldier."

The *Lokalanzeiger* further says:—"Great Britain's efforts prove her determination to conquer, which we respect even in an enemy. The French Army has proved a surprise, showing little of theatrical heroics, but instead displaying perfect training in the use of cover, while the French artillery is splendid."

INITIATIVE IN THE HANDS OF ALLIES.

LONDON, January 9th.

"Eye-witness" states that among the points in which we may fairly claim superiority is clothing. Most of the prisoners express the greatest admiration of the better quality and warmth of British clothes.

After reviewing the various stages of the war, "Eye-witness" says:—"Since the German failure to reach Calais a slow but marked change has occurred, resulting in the definite passing of the initiative into the hands of the Allies. Although the enemy is acting on the defensive, he has by no means altogether given up attacking, but it is more in the nature of counter-attacks, either to regain lost ground or to relieve pressure at some other part of the German line. Only by balancing the total results of attacks on both sides and understanding the difference in the motives inspiring them can a clear idea be obtained of the really marked progress made by the Allies."

ETON'S PROUD RECORD.

OVER A THOUSAND OLD BOYS WITH THE SERVICES.

There have been 1,051 Old Etonians on active service in France, Belgium, Africa and with the Naval forces during the war. Of these 133 have been killed in action, seventeen have died of wounds, 170 wounded, thirty are wounded and prisoners, and twenty-six are missing.

BAILIFF IN THE FAMILY HOUSE.

MR. POTTER AND A "FEARFUL INJUSTICE."

AN INTERESTING BANKRUPTCY ARGUMENT.

The unwelcome presence of a bailiff in a Chinese family house was the basis for a bankruptcy action before the Puisne Judge, Mr. H. H. J. Gompertz, yesterday. Mr. Eldon Potter (instructed by Mr. Needham, of Messrs. Ewens & Needham) made an application to set aside an order for the appointment of an interim receiver of the estate of Li Chiu Fan, deceased, for which Li Ka Tau is the executor. Mr. Jenkin (instructed by Mr. Hooper, of Messrs. Johnson, Stokes & Master) appeared for creditors.

Mr. Potter explained that the interim receiver was appointed by his lordship on the *ex parte* application of the Bank of Taiwan. The application was apparently made on a petition which had been signed by the manager of the Bank. This had all taken place within a month of the death of the deceased.

Mr. Jenkin said he had intended asking for an adjournment, for, according to the bankruptcy rules, he was entitled to eight days' notice. The notice of motion, with the accompanying evidence, was only served on his solicitor the previous day, and he did not receive his papers until that morning. Consequently, it was physically impossible for him to go into the case at all.

Mr. Potter objected on the grounds that the application could be granted forthwith, and that it was a matter of much urgency. The merits of the case were all on his side. He would take the affidavit filed by the other side, and show that the order could not possibly stand on the affidavit made. It was a matter of the greatest urgency, because it was a very serious thing to throw a whole estate into bankruptcy, an action which should only be taken on the clearest possible evidence.

That estate had not yet been thrown into bankruptcy, but an interim receiver had been appointed, which meant that a bailiff was sitting down in the family house, and of course it was all over Hongkong that the deceased, who was really a very wealthy man, had died in bankruptcy. It was a most unfortunate occurrence that the bailiff should have been put in possession.

His lordship asked if the matter could not be arranged upon the other side being satisfied.

Mr. Potter replied that his suggestion was that the only arrangement which could be made was that the order should be discharged. There was no jeopardy caused to the estate by such a step, and that was the whole essence of an order of that kind. But he was not sure whether the Court had any jurisdiction to make the order which had been made.

His lordship said that arrangement has been made more than once. What you want, I suppose, is to get the bailiff out of the house!

Mr. Potter—Not only that; we want the order discharged. It is really very important. It is a most fearful injustice upon the people who are the representatives of the man who has died, for he was a very wealthy man. It would be a most fearful injustice for a bailiff to go in to your lordship's chamber on a statement such as is included in this affidavit. If such a thing is allowed no-one's estate or property will be safe.

Mr. Jenkin then said he thought they could come to terms. It seemed that the parties had come together at one time, and some securities were offered to the Bank. It was then found that the securities, which were offered were held by another bank, and were not available. He (Counsel) was told that the securities which were offered were really illusory. If substantial security was forthcoming they would allow the order to go.

Mr. Potter said the Bank of Taiwan had no security on the estate, but they had four guarantors for the sum of \$25,000, and the Bank's *compradore* was one of them! "If," he added, "a receiver can be appointed on a statement like this, then no man is safe, and no man's estate is safe from being interfered with; and this is a very substantial estate."

His lordship, after perusing certain documents, remarked that the estate seemed to be a very substantial one.

Mr. Jenkin replied that that might be so, on the face of it the estate seemed to be quite good. If in any way the debts could be secured by the deposit of some sort of security, the matter would be finished.

His lordship—It seems to me you are fairly well secured; you have three guarantors.

Mr. Jenkin—As against the estate we have no security whatever.

His lordship—It certainly is invidious, if you are not really in danger, that a man should be in possession of the family house.

Mr. Jenkin—It may seem that we are not in personal danger, but we are. I am instructed we are, and therefore the presence of a bailiff is not invidious.

Mr. Potter—It is a case of great injustice and hardship. I am instructed that this estate is a very large one, and there will probably be a surplus of six or seven lakhs.

Mr. Jenkin then said he was prepared to offer to withdraw the bailiff on terms which might be agreeable. It would be seen from the affidavit of the debtor that the property in the estate consisted wholly of leasehold and pure personality. The bailiff would be withdrawn if an undertaking were given that the personality would not be removed.

Mr. Potter did not agree, and contended that the order should never have been made on the statement put in.

His lordship then suggested the suspension of the receiving order until the matter could come up for argument in three days' time.

Mr. Jenkin—Then just as much harm will be done as if you discharged the order to-day. The only thing we want to protect is something which might disappear within three days. (Laughter.)

Mr. Potter—There is no suggestion that anything will disappear. He added that the only possible suggestion which could be made by the other side and which would entitle them to the order which was made, was one of security—whether the security was in danger, and whether they were in danger of not having their debt paid. The affidavit of the debtor included a long list of leasehold properties, and it could not be suggested that they would walk away. (Laughter.)

Mr. Jenkin—No, I do not suggest that; but those leaseholds may be heavily mortgaged.

His lordship—And they may not be worth anything at all. I think I shall suspend this receiving order until next bankruptcy day. Then, if no order is made, these proceedings fail, and you can make any application which you may be advised to make.

Mr. Jenkin—That is, in fact, from our point of view, discharging a receiving order without hearing us. He added later that he understood a great number of the leasehold properties mentioned in the affidavit were subject to mortgages.

His lordship—You would not suggest that your *compradore* is not worth \$25,000, would you? And probably he is a guarantor of the debt.

Mr. Jenkin—That may be so.

Mr. Potter here remarked that he attached great importance to paragraph 5 of the other side's affidavit, because that supposed what appeared to him to be the most important element in the case. This paragraph said briefly that the Bank of Taiwan did not possess any security on the estate. And, as his lordship knew, on an *ex parte* petition, where any suppression of material fact occurred, whether by a mistake or by forgetfulness, then the whole order went as a matter of course. Also, if it had been put before his lordship that the Bank was secured by the *compradore*, he did not think that the previous order would have been made.

His lordship said he made the order without any knowledge of any promissory note having been passed.

Mr. Jenkin stated that he would prefer the order to be discharged rather than be suspended.

This his lordship accordingly did. The question of costs will stand over for argument on the merits of the application itself, and this will be taken in Chambers.

SANITARY BOARD ELECTION.

THREE CANDIDATES FOR TWO SEATS.

The intention of Mr. P. W. Goldring to again seek election to the Sanitary Board will result in a contest, for there are now three candidates for two seats. Mr. F. B. L. Bowley, Dr. G. H. L. Fitzwilliams, and Mr. P. W. Goldring.

Mr. Bowley's nomination is proposed by the Hon. Mr. David Landale, and seconded by the Hon. Mr. H. E. Pollock, K.C.

Dr. Fitzwilliams is proposed by the Hon. Mr. H. E. Pollock, and seconded by Mr. H. W. Looker.

Mr. P. W. Goldring is proposed by Mr. E. J. Grist, and seconded by Mr. H. S. Playfair.

It will be remembered that last year Mr. Goldring defeated Mr. W. L. Carter in a contest for the seat made vacant by Mr. F. B. L. Bowley going home on holiday. Upon Mr. Bowley's return, therefore, Mr. Goldring retired, and he now seeks re-election.

All the candidates are very well known to the general public. Dr. Fitzwilliams and Mr. Bowley are two old and valued members of the Sanitary Board, and during his short period of service Mr. Goldring has aired quite a number of local grievances. The election takes place at the Supreme Court on Friday, the polling booth opening at 4 p.m. Mr. D. Melbourne will act as Returning Officer. Mr. Bowley's election address will be found in the first column of page 4.

CORRESPONDENCE.

MUSIC AND NOISE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."] January 19th.

DEAR SIR,—Of course there was the man who essayed to "larn toads not to be toads." That, I grant you, was a task, and I suppose a similarly hard one would be to "larn small children not to talk and run about while good music was being played." Yesterday afternoon I certainly wished for a fairy wand to make it easy, for what with the young man who had brought mother and mother's pretty daughter, and who was, all through that beautiful little duet, gaily giving what he doubtless deemed a smart life history of the Band since its inception, and agitated amahs chasing hither and thither, intent on shepherding those afore-mentioned noisy children, the greatest treat this Colony is likely to have for some little time in the shape of Band music was lessened very miserably.

I have, as you see, like your Shirkers and Workers, prudently hidden behind a *nom de plume*, therefore I can boldly enquire why it was thought suitable to allow children in at all—also, why, was the corner where the trams make the most noise in turning chosen as a fit place to have the concert? No doubt there were many good reasons, but I am just enquiring.

You may not know that the East is under a serious ban just now. In one small Bankruptcy Court in Europe, an English newspaper reports the bankrupt to have ascribed his failure to want of musical taste in the East, where he expected to reap a rich harvest of appreciation and dollars, and yesterday's *fiasco* did not give the lie to it at all. Last Friday, too, when the most conscientious worker became a whole-hearted clock-watcher between 4 and 5 p.m., and sped off at the first legal opportunity to hear this lovely music, numbers of them were calmly confronted with a closed gate at one point, and had to waste valuable minutes going right round to the one the authorities had mercifully thought fit to leave open, and this without the slightest intimation to the long-suffering public, and there, too, were children scuffling over the feet of leading residents, with amahs tearing after them and spoiling the very choicest effects. Could not the police have been instructed to quickly stop all that?

Of course it is too late now, but perhaps these few suggestions might be borne in mind for future occasions—that is, if we are again allowed to write a blessing from the hand of the fleet angel Opportunity, and get a little more good music. Good music and pictures (no, sir, I do not mean the cinematograph variety, good as they are) are the joys we are shortest of in Hongkong, and this is how we treat them! It alternately amuses and enrages.—Yours most obediently,

A SEARCHER AFTER TRUTH.

THE DEATH OF MRS. J. C. GIBSON, SWATOW.

We much regret to announce the death of Mrs. Gibson, the wife of the Rev. J. C. Gibson, D.D., E. P. Mission, Swatow, which took place at 1.30 p.m. last Wednesday. Mrs. Gibson had been gradually declining in health for some months, but the suddenness of her death was quite unexpected.

For a period of well-nigh thirty years Mrs. Gibson has lived in Swatow. No foreign resident was better known and more respected. She set before herself high ideals of duty and carried them out in a very unostentatious manner. During this long period of years she devoted herself unceasingly to philanthropic work amongst the Swatow women. Her intimate knowledge of the life and home conditions of these women was, perhaps, unrivalled. If left in writing it will prove a mine of information for either native or foreign agencies endeavouring to ameliorate the conditions of life amongst the Chinese poor. She has left behind her a truly noble example of a life spent in the service of others—unswervingly devoted to the uplift of Chinese women. Much sympathy goes forth to Dr. Gibson and his family in their sorrow. Their grief is shared in no small degree by his colleagues and his wide circle of friends—Chinese and foreign alike.

Mrs. Gibson was a member of a well-known Glasgow family, and was a sister of the Rev. Thomas Barclay of the E. P. Mission, Formosa.

"CENT" NOTES.

The *Lat Pau* reports that the Ministry of Finance has instructed the Printing Department to print a large quantity of fifty cent, one hundred cent, five hundred cent, and one thousand cent notes for circulation in the market. The Bank of China and the Bank of Communications have been ordered to circulate these notes throughout the country. This is an attempt to eliminate the constant fluctuation of the exchange rates which cause great inconvenience and harm in the money market. [We are of the opinion that it will make matters very much worse.—Ed. J.C.D.]



NAPIER JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

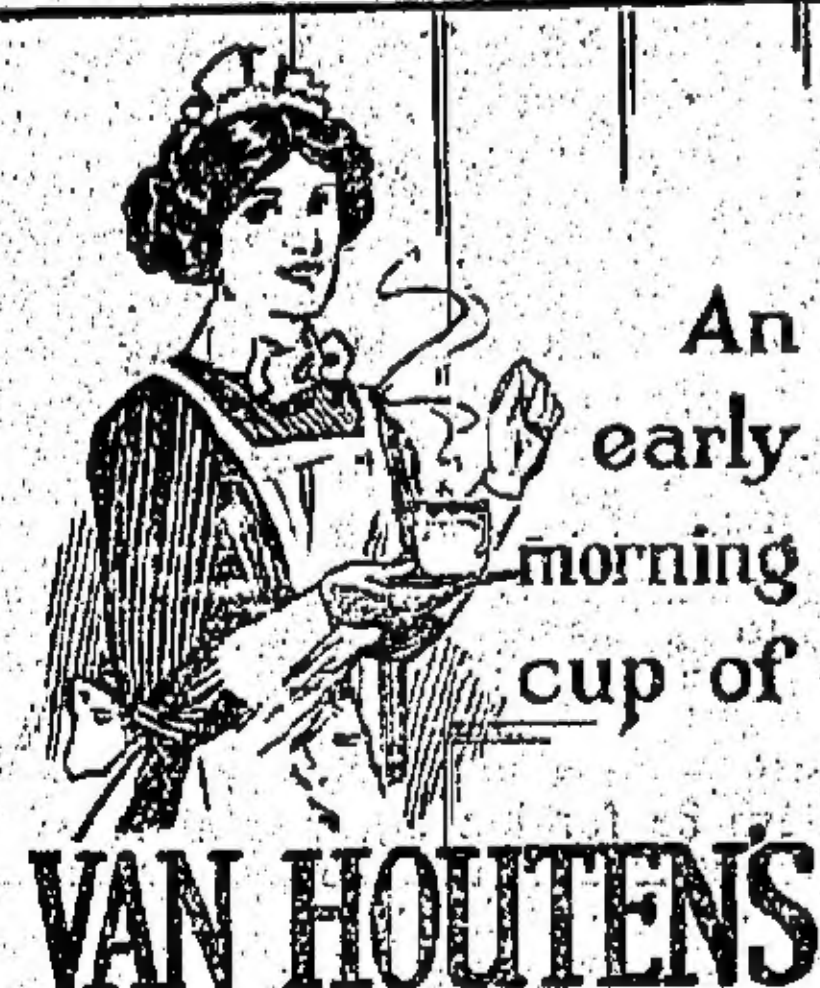
BEWARE OF IMITATIONS

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS

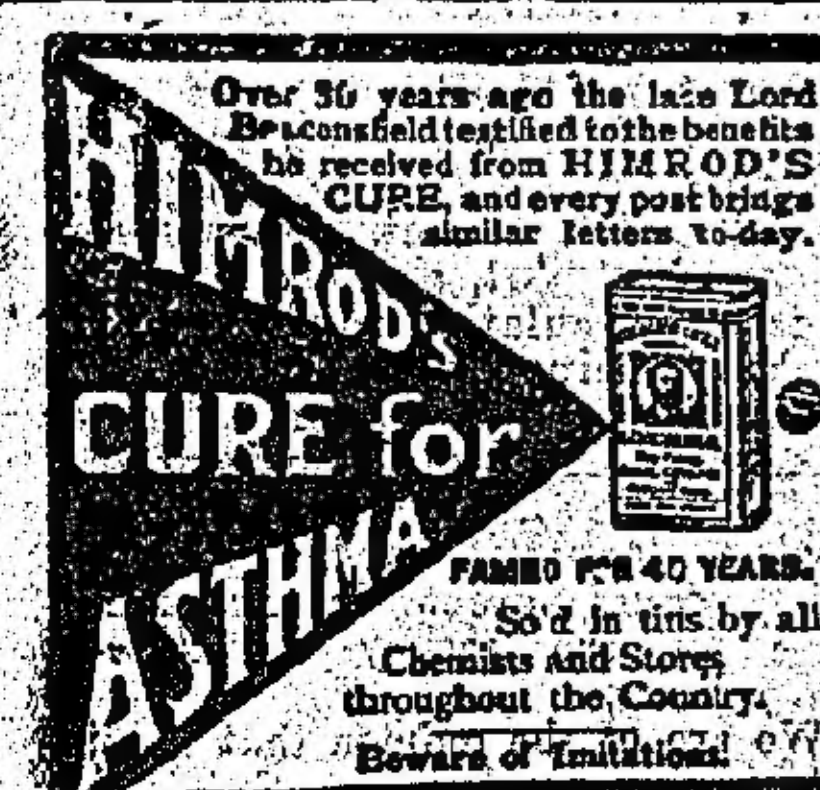


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PARIS FASHIONS.

MOURNING AND KINDRED STYLES.

[FROM "THE TIMES" FASHION CORRESPONDENT.]

PARIS, December 11th.

The bird of fashion is flying with a very broken wing just now, and her flight is low and timid. She is, moreover, treated with a cold indifference by those who, before the war, were her most ardent lovers. Her bright eye and her gay plumage are not in favour, but, being a creature of a very adaptable nature and not entirely devoid of human sympathy, for all her airs and graces and all her follies and extravagances, she is doing her best to prove to the world that she can meet the hour's need with distinction.

Quite unobtrusively Fashion is having her say among all the philanthropic works, and she has instilled into the minds of her most youthful and ambitious adherents that it is the moment to turn over a new page in the book of clothes. The result is a pleasant one to behold, and the Paris woman now walks demurely in skirts of reasonable width and shoes of less perilous structure. She instils into her whole silhouette something of the seriousness of her mind, and although I cannot quite sympathize with the middle-aged women who now say a little viciously, "The war will teach these foolish little turkeys who made themselves so ridiculous before the war that life is serious and not as mad as they made it," yet I must confess that the "little turkeys" are more attractive in their new frocks than they were in their old ones, and in a "cuff neglectful" or "a careless shoe-string" they are more to my fancy than they were when screwed up to the latest extortion of fashion's caprice. It is even a little pathetic to see the unconscious way in which they draw consolation from the very demureness of their attire, for the frailties of youth are very like the wrinkles of old age: they give character and colour to life and make for love and understanding.

MOURNING.

There has been a good deal of quiet discussion about the mourning which shall be worn for those who fall on the field of honour, and although the upper classes are quite ready to modify the outward expression of their grief so that the aspect of the country may be less lugubrious, the middle and lower classes do not like the idea at all. To the woman who lives in squalor, comparatively speaking, the depth of a crape veil means much. It gives her moral support and worldly importance, and to take it from her is to rob her of a great source of consolation. In the same way she feels herself insulted when asked to dress her children in light colours, and nothing helps her more, or makes her feel the sympathy of her fellows so keenly, as the upholding of her views in this matter.

The long veil in a very fine voile de soie is being worn by young Frenchwomen rather in the fashion of an elongated Croix Rouge bandage in black, with a band of white across the brow; but the majority of women are content to dress in very simple black tailor-mades with very neat touches. In this way they pass unnoticed in the crowd of quietly-dressed women who now fill the Paris streets, and to be quiet, unemotional, and steady under trouble is as much the way with French women in these days as it is with French men. Long coats with belts, slightly full skirts to the coat, high collar of fur, a straight-skirted dress, well-made boots of cloth and patent leather, a small, close-fitting hat on a neat *coiffure*, with trimming of ostrich feathers, and a well-adjusted veil—such are the elements which go to make up the majority of Frenchwomen's walking dress at the present moment. Black or dark blue are almost the only shades one sees, and only the touch of dainty lingerie at the throat relieves the uniform darkness. Last year's furs are worn much as they were last year, although there is less of that vulgar air of challenge in the way the stoles are adjusted, for over everything there has passed a wave born of unselfish sorrow and patriotism.

RETURN TO AN OLDER TYPE.

In nothing has the woman of Paris, whose silhouette is copied all over the world, changed so much as in her walk. But a very short time ago she wriggled her way along and her anatomy appeared to be of the strangest. To-day she is gradually slipping back into her old habit of tripping, and it suits her much better. Her figure is taking on its old, familiar lines, and the flat chest is likely to disappear with the ungraceful wriggling. When the old writers spoke of "une belle fille de France," the imagination pictured something very different from the quaint little people of late years, and it is quite probable that with the return of peace we shall see a return of the old-type Frenchwoman in all classes. And the revival will benefit not only France, but the world in general; for what the Frenchwoman does in feminine wiles to-day the Englishwoman does to-morrow; and not only the Englishwoman, but the women of all the civilized world.

Thoughtful people are expressing a good deal of anxiety about some of the essentially French industries and their possible fate on account of the stagnation in trade. It seems that the German commercial houses had not only possessed themselves of a great portion of the dress-making trade before the war, but they had completely carried away all the cheaper forms of flower-making and toy-making. Both flowers and toys are also of German make. It is argued that now is the moment to revive them. All those flowers which were piled up at the big shops to be sold so cheaply were German-made, and the toys which turned the French shops into palaces of delight for the French children at Christmas were also of German make. The models were, in many cases, entirely French; but German taste, or call it adaptability if you will, twisted them just enough to make them German. The Concours Lépine supplied the ideas, but Germany

show the profit. At the present moment there are thousands of French girls and women, all of whom are capable of working at either toy or flower making, but there are no openings for them, and unless something is done what is to become of the industries? America and England will be clamouring for both these things in January. Where will they come from? And worse still, how are the unemployed girls and women going to live in the meantime?

GERMANY A COMMERCIAL CORPSE.

The complete disappearance of German and Austrian business rivalry has opened a way to British mastery of British business, says the *British Trade Review*. German forges are cold, German factories are silent, and German banks are drained of their precious metal merchandise. With a crippled Germany Great Britain need not concern itself. There is no competition in a corpse. But how long will Germany remain crushed? Only long enough, depend upon it, to get her factories opened and her machinery moving, and then we shall be faced with an inpouring of cheap goods "Made in Germany." In the face of the greatest opportunity ever offered to British manufacturers we must not stand idle. Nearly every article of German or Austrian manufacture now thrown out of our markets can be manufactured here, and as cheaply—goods formerly sold in this country by Germany and Austria aggregated a round sum of £20,000,000. While our Army and Navy are attacking the enemy in his territory, what more commercially sensible, and indeed more truly patriotic, than the seizure of the enemy's trade by the brains of British business? But this is not a proposition to dream about; if pluck and initiative are not behind the desire for supremacy in this matter, it were better all talk of seizing Germany's trade be dropped at once. It cannot be proved that the foreign-made goods which we have been buying for years have been of superior quality. They have been popular mainly because they are cheap, and in their manufacture the cheapness of labour in the enemy's countries has been an important factor. But the real secret of success has been the methods employed here by the Germans and Austrians in exploiting their goods. Their skill and daring in advertising their home-made products have surpassed our own. Every one can recall a dozen familiar German commodities made famous through the medium of printers. To capture this great business, amounting to millions of pounds every year, is as essential as the physical crushing of our enemy, and as guns are necessary for the latter purpose, so advertising is necessary for the former.

THE WAR AND AMERICAN TRADE.

The way in which America is pushing its trade is indicated in the following note which is being sent out to the Press in all parts of the world—

The American Bureau of Foreign Trade of 29, Broadway, New York City, U.S.A., offers to assist any merchants in this country who desire to establish trade relations with the United States.

No charge will be made for the services rendered, as all the expenses of the organization are defrayed by American manufacturers interested in developing the export business of the United States.

Merchants who desire to take advantage of this offer should be as specific as possible in their demands, so that there will be no unnecessary delays in writing for further particulars. Sizes, grades, colours, quantities and approximate prices should be given whenever practical. If samples are forwarded, these will be submitted to manufacturers interested. The Bureau also suggests that those making use of the free services also furnish banking and commercial references, so that they can then refer manufacturers, with whom they desire to do business, to the Bureau, thus saving all concerned a lot of time and trouble.

The American Bureau of Foreign Trade does not execute orders or indents for its own account, acting solely as an intermediary between buyer and seller. Should orders be sent direct to the Bureau, such orders will be turned over to the manufacturer or export merchant best able to execute them satisfactorily. Orders for sample lines, if accompanied by the necessary remittances, will be executed by one of the purchasing Agents of the Bureau, who is familiar with the market in which the goods are to be sold, thus giving the merchant all the advantages of a resident buyer or purchasing agent without any of the expense.

NEW PORTUGUESE MINISTRY. CABINET OF DEMOCRATS.

The composition of the new Cabinet is as follows:—

Senhor Corrinho Premier and Minister of Marine
Senhor Braga Interior
Senhor Bastos Public Works
Senhor Soares Foreign and Justice
Senhor Albuquerque War
Senhor Simas Education
Senhor Gaspar Colonies

Owing to the inability of the leaders of the various parties to come to an agreement to form a national Ministry, the new Cabinet is composed entirely of Democrats. As Senhor Camacho declares his opposition, its duration is problematical. As Congress continues to sit, seeing that the conditions in the Senate are identical with those which caused the downfall of the previous Democratic Cabinet under Senhor Costa.

WAR BREVITIES.

The *British Medical Journal* stated, early in December, that there had been very little entente and no dynamism in the British expeditionary force.

The patrols on the east coast have been ordered to "shoot any prisoners detected signalling in any manner or exhibiting any light that may be visible at sea."

The Kaiser continues to experience great nervous depression, and the Kaiserin is opposing his intention to return to the front, says a message from The Hague.

One hundred and ninety-three priests have been shot, wounded, or imprisoned for giving evidence before the commission of inquiry into the German outrages in Belgium, says a message from Amsterdam.

As many as six ministers of the Church of Scotland from the Lothians alone enlisted as privates in the course of a few days. The tradition of the Covenanters is a fine thread with which to interlace any army.

"Better to be married a minute than die an old maid," said Lady Hosié replying recently to a member of the Isle of Wight Education Committee who questioned the wisdom of young women teachers marrying soldiers just going to the front.

There is a depot in rear of the fighting line whose members, a *Chronicle* correspondent tells us, describe it as the "home for lost dogs." Its business is to give men who have strayed from their battalions the right direction for rejoining them.

Flight Commander Hewlett, who directed the recent seaplane raid upon Cuxhaven, is the son of Mr. Maurice Hewlett, the novelist, and a nephew of Mr. Dick Hewlett, who is now appearing with a theatrical troupe at a Calcutta theatre.

The latest instances of war names being conferred on children include—Robert Dixmude Wilkins, Marne Mary Oliphant, Annie Courtrai Jones, Lillean Arras Benworth, Hollebeke James Williams, Louise Pervyse Jones, and Clercken Ainsworth.

Ypres figures in an English word, "diaper," which is neither more nor less than the linen "d'ypres." In this industry thousands of looms were once employed, and the wonderful cloth had took its name and function from the leading industry.

The *Frankfurter Zeitung* publishes a letter from a German-American, in which he says:—"The impartial people of America are powerless to influence public opinion in favour of Germany. The Press and the people of America will have nothing to do with you."

A surgeon at the front tells, the *Zeitung* there is abundance of fuel everywhere, and those commanding officers who take a lively interest in hygiene are prohibiting the consumption by their men of any water except that which has been boiled—e.g., by being made into tea.

Refugees who have fled to Holland report that the Germans have posted eight 15-centimetre guns and several machine-guns on the sand dunes between Duinbergen and Heyst, and that German troops are concentrating along the Dutch frontier between Oostham and Meerhout.

"If his Excellency the General in Command gives the order, Regiment X now swims over to Dover," it is a matter of course that the regiment, including those who cannot swim, swims over. So says a German Volunteer, in a letter to his father, in which he expounds the rules of soldierly obedience.

The Germans fear that Britain intends landing troops at Zeebrugge, and to repel a movement of this nature 20,000 men are manning the trenches between Ostend and the Dutch frontier. The trenches are supported by a number of batteries. Many refugees are escaping to Holland, fearing the consequences of an advance by the Allies.

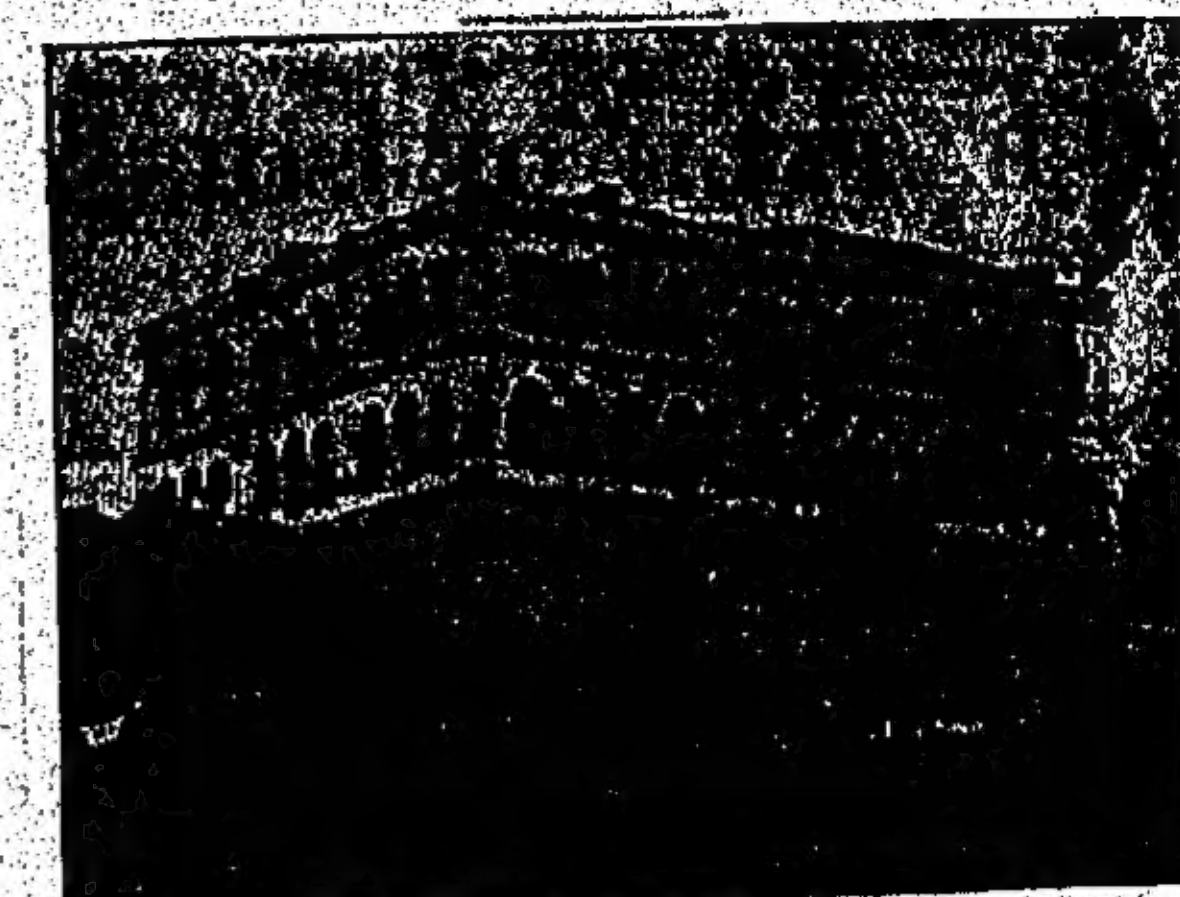
It is announced that the Crown Prince of Bavaria is severely wounded in the leg and is now in hospital in Ghent. The Prince is a brother-in-law of the Queen of the Belgians. He has been in command of the 6th German Army in Flanders, and distinguished himself not long ago by the issue of a violent tirade against the British people in an army order.

The French artillery, with 500 guns, dealt a shattering blow to the German front lines on the north-eastern side of Arras on December 17th. The Germans abandoned their trenches before the devastating fire, and retired on Blangy and Saint Laurent, where snipers have taken up positions at windows and on the rooftops. The Allies are strongly entrenched in the outskirts.

A member of the Ceylon Contingent writing of his voyage says: "It was very funny all along the Suez Canal. There were military posts of about 24 soldiers a mile apart, and when we were coming through, as we passed each one they shouted: 'Who are you? After telling them they would about. 'Where are you going?' to which we always replied 'To Berlin.' Then they would all start to cheer. This went on all the way through the Canal, and was quite amusing. 'I wonder if the Contingent will ever get to Berlin?' I expect if we don't it will not be for the want of trying."

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Hongkong, 21st December, 1914.

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Hongkong, 14th January, 1915.

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REGULAR FORTNIGHTLY SERVICE BETWEEN

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKEMANG	—	—	SHANGHAI & JAPAN	First half of Jan.
TIKINI	SHANGHAI	First half of Jan.	JAVA	First half of Jan.
TJITAROEM	JAPAN	Second half of Jan.	JAVA	Second half of Jan.
TJIMANOEK	JAVA	Second half of Jan.	SHANGHAI	Second half of Jan.
TJIBODAS	JAVA	Second half of Jan.	JAPAN	First half of Feb.
TJILIWONG	JAVA	First half of Feb.	JAPAN	Second half of Feb.

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Hongkong, 3rd July, 1914.

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Hongkong, 18th April, 1914.

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P. & O. STEAM NAVIGATION COMPANY.

THE WAR AND THE COMPANY.

RETIREMENT OF SIR THOMAS SUTHERLAND.

The 74th Ordinary General Meeting was held on the 16th ult. at the offices, Leadenhall-street, under the presidency of Sir Thomas Sutherland, G.C.M.G., LL.D., the chairman of the company.

The Secretary (Mr. Frederick John Abbott) having read the notice convening the meeting.

The CHAIRMAN, who was warmly received, said:—Ladies and gentlemen, at our last annual meeting we had the pleasure of laying before you a very favourable statement of our affairs, for the period then under review was one of our most successful years of recent date. I should have been only too glad if we had been able to put before you similar figures to-day, but you are accustomed to fluctuations in business, and know that no two years in shipping accounts are ever exactly the same; and we informed you that we anticipated a relapse in profits—not that we expected to be faced with a great war, but because of the enormous amount of shipbuilding, not only in Great Britain, but throughout the world, and also on account of the growing cost in all directions of navigation expenditure, more especially in the case of mail and passenger steamers such as our own. Providentially, I think I may say, we laid aside a very handsome appropriation to our reserve fund; we put aside £200,000, which still remains there, and our total reserve fund may be computed as nearly as possible at £2,000,000.

RESULTS OF THE YEAR'S WORKING.

Now, whether it would be sound policy to pay a dividend out of reserve in time of war is entirely an open question, but we are not face to face with any dilemma of that kind on the present occasion, for although the year which we are concerned has not been a brilliant one, it is certainly up to a good average, especially as it includes the effect of two months' working in this devastating war. We earned a cash profit of not less than £750,000 after meeting Debenture interest to the extent of £63,000, and therefore we pay you, with an easy conscience, the same dividend and bonus as heretofore, which I am sure will be satisfactory to all concerned. (Cheers.) On the present occasion I do not intend to enter very largely on the details of our accounts, because the most important figures lie simply in a nutshell. Let me tell you what those figures are. In the first place, we have a gross revenue of £4,851,045, showing to a certain extent the character of our business. In the next place, after meeting the very large depreciation of the year and laying aside depreciation to the extent of £450,035, we arrive at a net divisible profit of £291,937, and we carry forward a larger balance than that of last year—namely, £28,234.

WAR RISKS.

We have had to meet very exceptional expenditure on coal, wages, and provisions throughout the working of the year, and we also have an absolutely entirely new item of expenditure. I allude to that under the head of war risk, amounting to £31,000, which is equal for a whole year to something like £180,000 if war were to endure for that length of time, and I say that it was on the part of the Government a splendid policy to undertake this responsibility in concert with shipowners themselves. (Cheers.) It brought order out of chaos, it allowed business, which had been paralyzed, to be resumed, and ships to go to sea, although I fear that the business was only of a moderate character, and freight was inconsiderable. I know in more than one case the freight earned outward from the Port of London was less than the actual amount of the war risk insurance. These war charges have been slightly reduced now in the case of cargo, but they are undoubtedly far too heavy, and I fear they will defeat the purpose of the Government, who desire to have, if possible, a large credit balance to the working of this account—not, I suppose, enough to pay off the National Debt—laughter—but enough, at all events, to allow for the arrangement of certain charitable objects which the Government have in view in connection with sailors.

We endeavoured to persuade the Government—and I think we had good reason for doing so—that war risks on mail steamers should be carried by the Government, and not by us; because mail steamers are equally under the contract and, in fact, more under the direct contract with the Government than our transports are, where the war risks are always met by the Government. Indeed, we had to meet a great peril a short time ago, when the *Emden* was making those wonderful raids in the vicinity of Ceylon. Once a month we have 12 steamers employed on this dangerous coasting work, on which we have to bear—I think most unfairly—the risks of navigation except on those cruises which are manned entirely by the Government; and I can only hope that the experience and the skill of our officers, of which we place reliance, will preserve the company from those dangers, which I have pointed out.

(Cheers.)

THE GENERAL SAFETY OF THE FLEET: ITS BOOK VALUE.

Gentlemen, as regards the general safety of our fleet I am glad to say that in the past 12 months it has been all we could expect or desire. We have now, under construction, comparatively speaking, a small amount of tonnage—namely, 80,000 tons. It is not a very favourable line to contract for new vessels, because prices at the present moment are enormously high, and two of these ships which are now being built are the largest and most expensive vessels the company has ever undertaken to construct. But while we are building on a moderate scale we have sold, as you perceive from the report, some half-dozen of our old ships, and I am glad to say at a clear profit; we have, in fact, earned a net profit on those vessels, after allowing for everything, of £26,000, which passes automatically to the credit of our stock in ships, and there serves, as it were, for an extra amount of depreciation in addition to the £450,000 which I have already explained to you as being charged. Our tonnage therefore stands, as always, at a very moderate figure. The gross figure is £7 9s. per ton, and allowing for our cash reserves, it works out at £3 3s. per ton; and considering that our whole tonnage, including not only mail but cargo vessels, cost £22 17s. per ton, you will easily understand that our capital account in that respect stands in a very healthy position. If I were asked my opinion on the subject I would say that our fleet, as a going concern, instead of being worth £7 9s., is worth at least £14 per ton. (Hear, hear.)

THE GOVERNMENT AND THE COMPANY'S FLEET.

You perceive by the report that we have had upwards of 200,000 tons of shipping—that is to say, half our fleet—commandeered for the service of the State, and we allude also in the report to the great difficulties which we have experienced in carrying on our mail service, although we have carried it on with remarkable success. Our difficulty was, in the first place, that we had to find ships somewhere, we had to find crews, and we had to find coal, which last was commandeered at many Eastern ports in a wholesale manner by his Majesty's Government. As for the crews, German lies spread through the bazaars of India like wildfire, and combined with the exploits of the *Emden*, sent hundreds, if not thousands, of our Lascar crews to seek refuge in a Portuguese settlement rather than serve on board a British ship. We had, in fact, in more than one case, the example of ships leaving India quite undermanned, as it was impossible to find men, but they were helped very much by soldier passengers whom they carried and also, by the passengers themselves, who took to washing of decks and at working of baggage, which was certainly a very novel experience on board a P. & O. steamer. (Hear, hear, and laughter.) I think myself that it is altogether to the credit of the company that they have been able to carry on this important mail service to India, to China, and to Australia, despite the obstacles which have lain in their path. (Cheers.) I have no doubt that the crew question will eventually settle down, but as regards coal, I am sorry to say it presents itself to my eyes as a very black spectre, for we have not only high prices at the fountain head, but we have enormous freights at Port Said and other ports in the Mediterranean, because the Black Sea is now closed, and these freights are at the present moment, I believe, fully 100 per cent. above the normal figure. That will be in the year which we are now beginning to work a serious item of cost.

I may say that it is our first experience, and I believe, the first experience in the shipping world, to have fleets commandeered instead of ships being chartered; but here again I say, as with regard to insurance, that this was the wisest course the Government could possibly have pursued, because thereby they secured an enormous and overwhelming tonnage in the shortest possible space of time. We shipowners are, however, still ignorant of the terms of payment. We are receiving modest instalments on account—at least, they appear to me modest *vis à vis* to the organization of our business; but whatever the final settlement may be—and let us hope it will be settled before the end of the current year, as we hope the war may be—whatever final settlement is arrived at, the result will be credited in the accounts of next year, for we have taken no credit whatever for the instalments in these accounts, and have merely credited certain receipts for the last Indian transport season, which ended months before the present war began. Here it is my duty to mention that upwards of 400 members of our staff are now serving in the Army or the Navy. (Cheers.) There are officers belonging to the Naval Reserve and not belonging to the Naval Reserve, there are engineers in large number, and members of our clerical staff, all of whom, I think, would have been willing to volunteer if we had been able to allow them to do so. (Hear, hear.) We have undertaken on your behalf that these brave men shall not suffer in pay or promotion—(hear, hear)—and I am confident you will approve of this generous policy on the part of the board. (Cheers.)

TRADE AND THE WAR.

Now, reverting for one moment again to our accounts, I mentioned that they include the months of August and September, at the beginning of this war. I need hardly tell you that there was a collapse and a paralysis of the world's trade during these months which would alone account for a slump of £150,000 in our profits for the whole year—a greater slump than I have ever known in the history of the company since the days when the Suez Canal washed away the whole foundations of the company. Now we say that trade is resumed, but I say it is resumed only on a very limited scale. If we were to say "Business as usual" the statement would not be true, and in the Eastern trade, in particular, that is the case, because the business of the East is largely Continental—perhaps, to a larger extent than the trade of the East with Great Britain. The P. & O. Company are not large carriers of cargo, but we export in normal years at least 200,000 tons of cargo from the Continent, mainly from Antwerp—alas! where is Antwerp

now!—and if I had to go into it I think I should be obliged to show you that the import trade from the Far East is greater to the Continent, on the whole, than it is to Great Britain. You will naturally say that we shall have less German competition—at all events for some time. That is true, but there will be less trade to compete for. We read in the papers of a great demand for tonnage—a sort of sporadic demand, as I think it is—for America, Argentina, and the Mediterranean; and, no doubt, the happy owners of ocean tramps will gain largely by this alteration. The improvement, however, does not apply to the trade of the Far East except in one department—namely, in the export trade to Australia, which is for the present good, and I only hope that the recent drought in that country will not prevent its being satisfactory on the return voyage.

There is, believe me, one trade and one trade alone in this country which is better than usual, and that is the supply of material for the purposes of this war. The transport business of this company and of all the shipowners engaged must certainly come within the category of war material, and we may venture to hope that that account will amply compensate for any deficiency which may arise in regard to our normal business. But it is impossible to foresee what changes will be produced by this terrible war—a war thrust upon us by the perfidy and vain ambition of a great Power, which we imagined, among other things, that we were a decadent nation and that our Empire would in due course fall an easy prey to the spoiler. I would fain believe there is some change in public opinion, even in Germany, in that respect. There is one shining light in our darkness and in the trouble by which we are surrounded: it is the manhood and self-denial of our people and our Allies and the splendid loyalty of a great Empire, for which we shall never be too grateful or too proud. (Cheers.)

A PERSONAL NOTE: THE AMALGAMATION WITH THE BRITISH INDIA COMPANY.

And now I must close my remarks with a personal note, which is a sad one to me, for I have now to intimate that my long career in your service will very shortly come to a close. My colleagues have been aware perhaps for the last 10 years that I have been ready to retire from my position in the company whenever a competent successor appeared on the horizon. But they have shown such confidence and toleration towards me that I have remained in office perhaps against my own judgment; but, to adopt an easy simile, "I have been riding at single anchor and ready to hoist my blue peter at the shortest notice." Our alliance with the British India Company gives me the opportunity of retiring from the field. This purpose was definitely in my mind some years ago, and especially when I brought forward the important subject of this amalgamation. For although the management of these two companies is to a certain extent different, the control is under a single board, and whoever is chairman of this board must direct the policy and working of both companies with such minute supervision as to be able to satisfy his colleagues and the proprietors that all is well. This double task is more than I could expect to accomplish to my own satisfaction; and with the approval and, perhaps, regret of my old friends, and especially my colleagues on this board, I shall gladly resign the work into the hands of my valued friend, Lord Inchcape, in whose capacity I firmly believe. (Cheers.) He has had a distinguished career, and is an experienced and accomplished shipowner. I fervently hope that he will have health and strength for the great and honourable duty which now lies before him. (Hear, hear.)

I find it a little difficult to realize that I am ringing down the curtain on a scene in which I have played a part for so many years. I came, as you know, to the chief direction of your affairs on days of adversity, when the opening of the Suez Canal brought forward a host of opponents who knew your weakness and were ready to devour you. You may have heard an old Arab proverb which says, "The village dogs bark, but the caravan passes." Well, our caravan has passed and goes quietly and steadily along. In the 34 years during which I have occupied this chair it is a gratifying memory that not one hostile criticism has ever been directed against the policy of the board. (Cheers.) And now I have to say farewell, but believe me my affections will always cling to the old company, for is not our motto "Qui separavit"? My deepest gratitude is due to my old colleagues with whom I have worked so long, to that great service which has looked to me as its head and leader for so many years; and last, but not least, to the great body of proprietors, whose confidence and indulgent kindness I have always known. And these are feelings which I shall cherish for ever and a day. (Cheers.) I now beg to move "That the report and statement of accounts, now read, which have been circulated among the proprietors, be adopted."

CORDIAL RECOGNITION OF SIR T. SUTHERLAND'S SERVICES.

Sir William Adamson, G.C.M.G.—I beg to second the motion which has just been moved from the chair, and in doing so I wish to say a few words for myself, and on behalf of the board generally, and especially of that portion of the board which has been associated with Sir Thomas Sutherland in the management of the affairs of the P. & O. Company. As he has just told you, we have long known it was his intention at a convenient opportunity to resign his position as chairman and managing director of the company. When he told us the other day that the time had fully come when he should hand in his resignation we could not say that we should refuse to accept his cherished wish in that respect. You can quite understand that we do not quite realize what it means to lose the services of a man who has been so closely identified with the company for so many years, and who has so successfully carried on its work. You, the proprietors, have known in general the result of his services, but you cannot know as we know how steadily, how uniformly, in all circumstances he

has had just one object in view—the promotion of the interests of the company—how he has steadily worked for that, and how, in fact, his whole life has been devoted to our service. (Cheers.) We who have sat on the board with him know how in moments of emergency, when a sudden call has been made on us, he has met it—with what ability of resources he has met it, and with what courage he has dealt with it.

It is not necessary that I should say more on the subject of his services. You have the results before you. The whole thing, however, may be stated in a sentence. He came to the management of the company when it was almost in a bankrupt condition, with the fleet standing at £35 per ton; he leaves it with several millions of accumulated capital in ships and in money, and in the forefront of the mercantile marine of this country. (Cheers.) His last service, and not his least, has been to secure the amalgamation of the British India Company with the P. & O. Company. The advantages of that amalgamation are not to be seen to-day, but one great advantage is that he has been able to provide a worthy successor to himself. We, the directors, always felt that when we lost Sir Thomas Sutherland we should have a grave responsibility thrust upon us in considering who was to be his successor, for it was clear that the man chosen should not only be able and experienced in shipping matters, not only be an able man with a firm character, but that he should have a knowledge of Indian ways and Indian society, that he should have a fair knowledge of Far Eastern matters, and that he should be accustomed to deal with officials both on this side and the other. It was difficult, we thought, to find a successor with such varied qualifications, but, happily, Lord Inchcape, who has succeeded him, has these qualifications in an eminent degree, and we feel perfectly safe in reflecting that he is about to assume the great responsibilities of commanding the two undertakings and of being the chief of the P. & O. and the British India Companies. We wish him all success in his management. (Cheers.) I should like to say one word more before sitting down—that is, that Sir Thomas Sutherland will carry into his retirement the high regard and the affection even of his colleagues, and he will also carry with him the sense that he has done a great work for the company to which he has devoted his life. We wish him long life and health and strength in his honourable retirement. (Loud cheers.)

The Chairman then put the motion, and it was carried unanimously. Continuing, he said:—The next motion is—"That a dividend for the half-year ended September 30th last of 2½ per cent. on the preferred stock, and a dividend of 6½ per cent. with a bonus of 5 per cent. on the deferred stock, as recommended in the report, be now declared, and that payment for the same be made, less income-tax, on and after the 19th inst."

Mr. William Gair Rathbone seconded the motion, which was carried unanimously.

The retiring auditors, Mr. William Francis Courthope and Mr. Frederick Augustus White, were afterwards re-elected.

The Chairman—Ladies and gentlemen, that concludes the business of the meeting.

WEATHER REPORT.

On the 19th at 11.15 a.m.—Pressure has increased quickly over Western Japan and slightly at Haiphong. It has decreased elsewhere, especially over South Japan.

The depression and anti-cyclone have both passed into the Pacific and a fresh area of high pressure is indicated upon the continent this morning. The monsoon will probably freshen over the China Coast and adjacent waters.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction	Forecast
Hongkong & Neighbourhood	(S.E. winds moderate to fresh, but to subside, clearing to cloudy.)
Formosa Channel	(S.E. winds freshening.)
South coast of China between the Cape of Hongkong and Lanchow	(The same as No. 1.)
South coast of China between the Cape of Hongkong and Hainan	(The same as No. 1.)

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 19th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.30	30.23	30.16
Temperature	59	58	60
Humidity	87	88	87
Wind Direction	WNW	WNW	West
Force	1	1	3
Weather	c	c	b
Rain	—	—	—

Highest open air Temperature on 18th... 61.

Lowest open air Temperature on 18th... 53.

HONGKONG TIDE TABLE.

From 20th to 26th January, 1915.

HIGH WATER				LOW WATER			
Date	Time	Height	Time	Date	Time	Height	Time
Wed. 20	1 23 a	4 5	h.m.	6 40 a	1 5	h.m.	ft. in.
Thurs. 21	0 18 a	5 1	h.m.	5 47 a	3 3	h.m.	ft. in.
Fri. 22	2 0 a	4 7	h.m.	6 45 a	2 5	h.m.	ft. in.
Sat. 23	0 06 a	5 3	h.m.	7 42 a	2 5	h.m.	ft. in.
Sun. 24	2 39 a	4 9	h.m.	8 15 a	3 6	h.m.	ft. in.
Mon. 25	1 39 a	5 6	h.m.	8 25 a	2 9	h.m.	ft. in.
Tues. 26	3 21 a	5 2	h.m.	10 13 a	3 5	h.m.	ft. in.
	3 41 a	4 0	h.m.	9 3 a	3 2	h.m.	ft. in.
	4 3 a	5 5	h.m.				
	6 13 a	3 7	h.m.	0 1	3 1	h.m.	ft. in.
	4 4 a	5 9	h.m.	7 44 a	3 4	h.m.	ft. in.
	No info.	High	1 4	2 6			
	5 31 a	6 2	h.m.	low			

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS
SHANGHAI	ORIENTAL	COLOMBO	27th Jan.	Passenger and Freight
LONDON VIA USUAL PORTS	NUBIA	COLOMBO	29th Jan.	See Special Advertisement.
SHANGHAI MOJI KOBE NAKUR	NAMUR	COLOMBO	29th Jan.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, PORT SAID, and MARSEILLES	NAMUR	COLOMBO	31st Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives here.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th January, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE	REMARKS
SHANGHAI	"YINGCHOW"	COLOMBO	On 21st Jan., 4 P.M.	
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	COLOMBO	On 22nd Jan., 11 A.M.	
MANILA	"HONGCHOW"	COLOMBO	On 24th Jan., Noon.	
SHANGHAI	"LIANGCHOW"	COLOMBO	On 24th Jan., 11 P.M.	
MANILA, CEBU and ILOILO	"TEAN"	COLOMBO	On 26th Jan., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI".
MANILA LINE—TWIN SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation. Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN", and the SS. "KANGCHOW", "LIANGCHOW", "LUOCHOW" and "YINGCHOW", having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloons, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 20th January, 1915.

TELEPHONE 36.

AGENTS.

[4]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

SS. "ORISSA" 5,436 tons, Capt. Langlands will be despatched for SHANGHAI, VLADIVOSTOK, KOBE and MOJI on 22nd January.

SS. "UNTA" 5,422 tons, Captain, Babb will be despatched for SHANGHAI, KOBE and MOJI on 4th February.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 15th January, 1915.

AGENTS

[29]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	DATE	REMARKS
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY	23rd Jan., at 1 P.M.	
"HAIYAN"	Capt. J. W. Evans	TUESDAY	26th Jan., at 1 P.M.	
"HAICHING"	Capt. W. C. Passmore	FRIDAY	29th Jan., at 1 P.M.	

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 20th Jan., at 1 P.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPIRAK & Co.,
General Managers.

Hongkong, 20th January, 1915.

[3]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 25th Jan.	On 14th Feb., 11 A.M.
ST. ALBANS	On 25th Jan.	On 14th Feb., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

22

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.
NIPPON MARU	11,000—18 knots	TUESDAY, 9th Feb.
SHINYO MARU	22,000—21 knots	TUES., 23rd Feb.
CHIYO MARU	22,000—21 knots	TUES., 23rd Mar.

* Via MANILA, Omittling Shanghai.

Steamers via Shanghai leave at Noon.
Manila " " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60.		£96.10.
" " " SAN FRANCISCO	£45.		£68.

Passengers purchasing Trade-Freight Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,000—15 knots	Wed., 10th Mar.

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,
King's Building.

[18]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 23rd Jan., at 3 P.M.
"PANAMA MARU"	J. Kanoo	THURSDAY, 4th Feb., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHIBETORO MARU"	...	TUESDAY, 26th Jan., at D'light.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	THURSDAY, 21st Jan., at Noon.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	K. Mochizuki	SUNDAY, 24th Jan., at 10 A.M.
"DAIGI MARU"	S. Tokutomi	SUNDAY, 31st Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSU MARU"	K. Hattori	WEDNESDAY, 20th Jan., at 8 A.M.

These Steamers of Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Seen Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER.

114, Second Floor, No. 1, Queen's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

For	STEAMER	To	DATE
SHANGHAI, KOBE and YOKOHAMA	Y. CLOPAT	On or about 26th Jan.	

HOMEWARD

MARSEILLES VIA PORTS	DUMBEA	On 23rd Jan., at 1 P.M.
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ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

[2]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave	Leave	Leave	Connecting Steamer	Due at	Due at
YOKOHAMA	COLOMBO	RAI	HONGKONG	From COLOMBO to MARSEILLES and LONDON	MARSEILLES	COLOMBO
Jan. 4	Jan. 13	Jan. 16	Jan. 16	Friday	Friday	Thursday
Jan. 18	Jan. 25	Jan. 28	Jan. 28	Feb. 11	Feb. 11	Feb. 19
Mar. 1	Feb. 8	Feb. 12	Feb. 12	Mar. 5	Mar. 5	Mar. 13
Mar. 29	Mar. 23	Mar. 27	Mar. 27	Mar. 13	Mar. 13	Mar. 19
Apr. 12	Mar. 31	Apr. 3	Apr. 3	Mar. 27	Mar. 27	Apr. 2
May 10	Apr. 20	Apr. 24	Apr. 24	Apr. 10	Apr. 10	Apr. 16
	May 3	May 7	May 7	Apr. 24	Apr. 24	Apr. 30
	May 17	May 21	May 21	May 8	May 8	May 14
				May 22	May 22	May 28
				June 5	June 5	June 11
				June 19	June 19	June 25

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

THE FARES to London and Marseilles are as follows:—

and fares are as follows—				LONDON		
1st Saloon	"A"	Accommodation	Single	£55.	Return	£97.
	"B"	"	"	£29.	"	£49.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£35.	"	£65.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£58.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
NANKIN	about	about	about	about	Marseilles	LONDON
NAMUR	Jan. 4	Jan. 15	Jan. 19	Jan. 26	Feb. 22	about
NOB	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NELLORE	Apr. 25	Apr. 9	Apr. 14	Apr. 20	May 18	May 27
NAGOYA	May 10	May 21	May 28	June 1	June 15	June 24

These Steamers will also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES:
1st Saloon £46 Single; £61 Return. 2nd Saloon £31 Single; £46 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	KATORI MARU	19,000	THURSDAY, 28th Jan., at 10 A.M.
COLOMBO, SINGAPORE, PENANG, PORT SAID	KAMO MARU	16,000	THURSDAY, 11th Feb., at 10 A.M.
VICTORIA, E.O. and SEATTLE VIA SHANGHAI	SHIDZUOKA MARU	12,500	SATURDAY, 23rd Jan., at Noon.
MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU	12,500	TUESDAY, 9th Feb., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	FRIDAY, 12th Feb., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and BANGGON	TANGO MARU	15,500	FRIDAY, 12th Mar., at Noon.
BOMBAY VIA SINGAPORE, COLOMBO	HAKATA MARU	12,000	TUESDAY, 26th Jan., at Noon.
SHANGHAI KOBE and YOKKAICHI	BOMBAY MARU	5,000	MONDAY, 25th Jan., at Noon.
SHANGHAI and KOBE	COLOMBO MARU	5,000	WEDNESDAY, 27th Jan., at Noon.
NAGASAKI, KOBE and YOKOHAMA	WAKASA MARU	12,500	WEDNESDAY, 26th Jan., at Noon.
KOBE and YOKOHAMA	TANGO MARU	13,500	TUESDAY, 9th Feb., at 5 P.M.
	MISHIMA MARU	16,000	THURSDAY, 28th Jan., at 11 A.M.

* Wireless Telegraphy.

* Terminus Yokohama.

PASSENGER SEASON FOR 1915.

STEAMERS	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	Thurs., 11th Feb.
KASHIMA	20,000	Thurs., 25th Feb.
MISHIMA	16,000	Thurs., 11th Mar.
SUWA	25,000	Thurs., 25th Mar.
ATSUBA	16,000	Thurs., 8th Apr.
TASAKI	25,000	Thurs., 22nd Apr.
MIYASAKI	16,000	Thurs., 6th May.
KITANO	16,000	Thurs., 20th May.
FUSHIMI	25,000	Thurs., 3rd June.

FOR AMERICA.

SHIDZUOKA MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	Thurs., 9th Feb.
YOKOHAMA	12,500	Thurs., 23rd Feb.
IWA	12,500	Thurs., 9th Mar.
SHIDZUOKA	12,500	Thurs., 23rd Mar.
TAMBA	12,500	Thurs., 6th Apr.
AKI	12,500	Thurs., 20th Apr.
SADO	12,500	Thurs., 4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1204

[5]

POST OFFICE NOTICE.

FOR	PER	DATE
Shanghai and North China ...	India ...	Wednesday, 26th, 11.00 A.M.
Swatow ...	Hatman ...	Wednesday, 26th, Noon
Straits and Sourabaya ...	Hopang ...	Wednesday, 26th, 1.00 P.M.
Hai Phong ...	Takang ...	Wednesday, 26th, 4.00 P.M.
Japan via Moji, Yokohama, and Tacoma, and United Kingdom via Canada ...	Indo Maru ...	Thursday, 27th, 10.00 A.M.
Hoihow and Haiphong ...	Hongkong ...	Thursday, 27th, 11.00 A.M.
Swatow, Amoy and Foochow ...	Kayo Maru ...	Thursday, 27th, 11.00 A.M.
Saigon ...	Derawongse ...	Thursday, 27th, 1.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) (Tientsin-Pukow Railway Shanghai Brit. P.O. Monday, 25th inst.)	Yingchow ...	Thursday, 27th, 2.30 P.M.
Boihow, Pakhoi and Haiphong ...	Boyerin ...	Thursday, 27th, 4.00 P.M.
Boihow, Pakhoi and Haiphong ...	Singon ...	Friday, 27th, 10.00 A.M.
Philippine Islands ...	Hanchow ...	Friday, 27th, 11.00 A.M.
Swatow, Amoy and Foochow ...	Haiyang ...	Friday, 27th, 1.00 P.M.
Shanghai, North China, Vladivostok and Japan via Kobe ...	Orlata ...	Friday, 27th, 3.00 P.M.
SHANGHAI, NORTH CHINA and JAPAN (EUROPE via SIBERIA) (Tientsin-Pukow Service Shanghai Brit. P.O. Thursday, 28th inst.)	Shidzuka Maru ...	Saturday, 27th, 10.00 A.M.
Saigon, Straits, Burma, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe (Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Dumben ...	Saturday, 27th, 11.00 A.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) (Tientsin-Pukow Service Shanghai Brit. P.O. Thursday, 28th inst.)	Liangchow ...	Saturday, 27th, 3.30 P.M.
Swatow ...	Haiman ...	Sunday, 28th, 9.00 A.M.
Swatow, Amoy, Formosa and Tamsui ...	Daikin Maru ...	Sunday, 28th, 9.00 A.M.

BANKS

NEDERLANDSCH-INDISCH
HANDELSBANK

(Netherlands India Commercial Bank.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (£2,500,000)
Paid-up Capital... Fl. 10,907,900 (£1,058,000)
Reserve Fund ... Fl. 7,765,600 (£447,195)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS:

THE WILLIAMS & DOUGLASS BANK.

SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposits at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Voeux Road Central,
Hongkong, 17th November, 1914. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund ... £1,200,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year at shorter periods at rates which will be quoted on application.

W. M. DICKSON,

Manager.

Hongkong, 8th June, 1914. [118]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital... £15,000,000

Reserve Funds... £15,000,000

Sterling... £15,000,000

Silver... £15,000,000

Reserve Liability of Proprietors £15,000,000

COUNCIL OF DIRECTORS:

Hon. Mr. D. LAMDALE—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. DODD, Esq.

G. T. M. EDKINS, Esq.

C. S. GIBBY, Esq.

P. H. HOLYOAK, Esq.

P. H. PLIMMER, Esq.

Hon. Mr. E. B. SHELL.

CHIEF MANAGER:

Hongkong—N. J. STARR.

MANAGER:

Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 1/2 per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 3 1/2 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum.

N. J. STARR,

Chief Manager.

Hongkong, 11th November, 1914. [9]

THE MERCANTILE BANK OF
INDIA, LIMITED.

Authorized Capital... £1,500,000

Subscribed... £1,500,000

Paid-up... £1,500,000

Reserve Fund... £1,500,000

BANKERS:

BANK OF ENGLAND,

and

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 1/2 per cent. per annum on Daily Balance, and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,

Manager.

Hongkong, 10th July, 1915. [119]

COMMERCIAL.

CLOSING QUOTATIONS.

ON	January 19th
Telegraphic Transfer	1/9
Bank Bills, on demand	1/9
Bank Bills, at 30 days' sight	1/9
Bank Bills, at 4 months' sight	1/9
Credits, at 4 months' sight	1/9
Documentary Bills, at 4 months' sight	1/10
ON PARIS:	
Bank Bills, on demand	22 1/2
Credits, at 4 months' sight	23 1/2
ON GERMANY:	
On demand	nom.
ON NEW YORK:	
Bank Bills, on demand	4 1/2
Credits, at 60 days' sight	nom.
ON HONKAI:	
Telegraphic Transfer	nom.
Bank, on demand	13 1/2
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	13 1/2
ON SHANGHAI:	
Bank, at sight	78
Private, 30 days' sight	nom.
ON YOKOHAMA:	
On demand—Pesos	8 1/2
ON SINGAPORE:	
On demand	107
ON BATAVIA:	
On demand	5 1/2 p.m.
ON SAIGON:	
On demand	8 1/2
ON BANGKOK:	
On demand	8 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.10
SILVER, per oz.	22 1/2
SUBSIDIARY COINS.	
Hongkong... 20 cents pieces	\$16.0 discount
Hongkong... 10	\$16.00

BANKS

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the Hongkong and Shanghai Banking Corporation, N. J. STARR, Chief Manager. Hongkong, 2nd November, 1914. [10]

SHARE LIST—QUOTATIONS.

HONGKONG, 19TH JANUARY, 1915.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON LAST DIV.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$785, buyers	L'don £71.
China Bank Corporation, Limited	60,000	\$12	all	\$11	
China Light and Power Company, Ltd.	50,000	\$1	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7.85, buyers	
CORPORATIONS—					
Ewe Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 130, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6 1/2, rel. \$6, buy.	
(In Liquidation)					
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$35, sellers	
DOORS AND WAREHOUSES—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$68, buyers	
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$57 1/2, sellers	
New Amoy Dock Co., Limited	10,000	\$50	all	\$50, buyers	
Shai, Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 58, buyers	
Shai, and Hongkong Wharf Co., Ltd.	36,000	\$10	all	\$5 1/2, rel. \$5, buy.	
Green Island Cement Co., Limited	400,000	\$10	all	\$37, sellers	
Hongkong Electric Co., Limited	60,000	\$50	all	\$124, buyers	
Hongkong Hotel Company Limited	20,000	\$50	all	\$190	
Hongkong Ice Company, Limited	5,000	\$25	all	\$25, buyers	
Hongkong Ropery Manufacturing Co., Ltd.	60,000	\$10	all	\$6, buyers	
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$6	all	\$10	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/4	all	\$5.20, sales	
INSURANCE—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$340, sellers	
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$150, buyers	
Hongkong Fire Insurance Co., Ltd.	5,000	\$250	\$50	\$385, buyers	
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145	
Union Insurance Society, Limited	12,400	\$250	\$100	\$785, buyers	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$200	
LANDS AND BUILDINGS—					
Estates and Investment Agency Co., Ltd.	50,000	\$100	all	\$114, sellers	
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$100	
Hongkong Land Reclamation Co., Ltd.	35,000	\$100	\$75	\$200	
Hongkong Land Reclamation Co., Ltd.	150,000	\$10	all	\$7 1/2, sales	
Hongkong Land and Building Co., Ltd.	6,000	\$50	\$50	\$30, 244	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 57	
West Point Building Co., Limited	12,500	\$50	all	\$10	
Whampoa Land and Building Co., Ltd.	250,000	Gds. 10	all	Tls. 37, rel. \$4, buy.	
MISCELLANEOUS—					
China Engineering and M. Co., Ltd.	1,000,000	\$1	all	36 1/2, sellers	
Harwood Tin and Rubber Estate, Ltd.	200,000	\$1	all	\$2 1/2, buyers	
Bank Australia Gold Mining Co., Ltd.	160,000	\$1	all	\$2 1/2	
Taroh Mines, Limited	25,000	\$10	all	\$10, buyers	
Peel Tramways Co., Limited	50,000	\$10	all	\$0.85, buyers	
Philippine Co., Limited	75,000	\$10	all	\$5	
Polysac of Paraflexin de Tonkin Societe des	13,200	\$50	all	\$20	
REFINING—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$8 1/2, buyers	
London Sugar Refining Co., Limited	7,000	\$100	all	\$14	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$6 1/2, buyers	
Pompey Steamship Co., Limited	20,000	\$50	all	\$30, sellers	
H'kong, Canton & Marco S.R. Co., Ltd.	80,000	\$15	all	\$20, sellers	
India-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$66, sellers	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$2 1/2, sales	
Star Ferry Company, Limited	40,000	\$10	all	\$35, sellers	
Fourth China Navigation Co., Limited	6,000	\$25	all	\$28	
Pearl & Landre Company, Limited	20,000	\$5	all	\$44, sellers	
ROYAL MAIL DISCOUNT—					
Powell, Wm., Limited	15,000	\$7	all	\$6 1/2, sellers	
Waters & Co., A.R., Limited	90,000	\$10	all	\$7, sellers	
Union Waterboat Co., Limited	50,000	\$10	all	\$18	

Loans.

Amount.	Value.	Interest.	Quotation.
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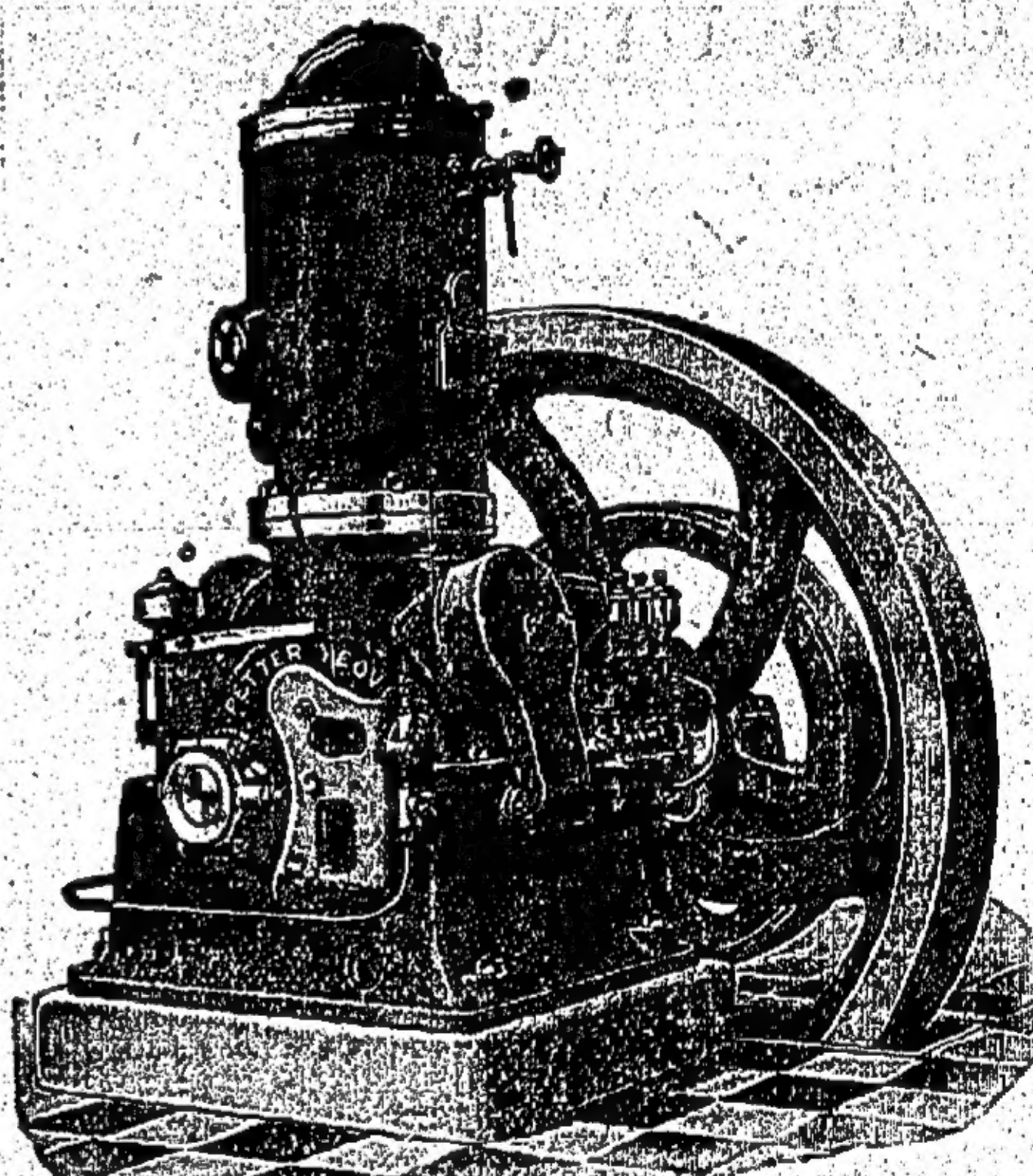


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